

F1 Mercedes looking for answers after Styrian GP thrashing

AUTOSPORT

BRITAIN'S BEST MOTORSPORT WEEKLY

1 JULY 2021

F1 2021

MAX 4 LEWIS 3

How Verstappen and Red Bull stepped up a gear to leave Hamilton trailing'

'Max could cover every move we made'

TOTO WOLFF

'They couldn't keep up with me'

MAX VERSTAPPEN

PLUS

WRC Ogier joy as Neuville suffers Safari despair

BTCC Formbook turned upside down at Brands

RED BULL RING

W SERIES

Powell leads Brit 1-2 in season opener



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The gap widens at the front after Red Bull's best race of 2021

If Max Verstappen and Red Bull weren't favourites for the 2021 Formula 1 World Championship before last weekend, they certainly are now. An unhindered Lewis Hamilton was 17.2 seconds behind at the Red Bull Ring before pitting to secure fastest lap.

Yes, Red Bull has often been competitive at its 'home' circuit in Austria, but it has now been the best package for four consecutive races. And pretty much all the major protagonists agree that the gap between the RB16B and Mercedes W12 was bigger in the Styrian Grand Prix than ever (see our report on page 14).

Mercedes boss Toto Wolff says the team will stick to its guns in terms of making sure the development focus is on the new 2022 rules and that it'll just be about optimising the current car. In other words, they've got what they've got. It would be foolish to write off Hamilton — there will surely be better circuits for the Black Arrows and some wins to come — but Verstappen now looks well set to be the first non-Mercedes champion since Sebastian Vettel in 2013.

The story of the 2021 World Rally Championship also seems to be establishing itself. As Tom Howard shows on p30, a late failure once again robbed Hyundai of victory, leaving Sebastien Ogier in command.

The usual frontrunners didn't have things all their own way in Brands Hatch's British Touring Car encounters (p36), but Ash Sutton and Tom Ingram have also made themselves title favourites.



Kevin Turner

Kevin Turner
Chief Editor

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NEXT WEEK
8 JULY

Austrian GP
Report from the Red Bull Ring, plus Goodwood FoS preview



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Joerg Mitter/Red Bull

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Fervent Silverstone crowd, here at the height of Mansellmania (and hot summers) in 1987

SILVERSTONE TO ADMIT FULL HOUSE FOR BRITISH GP

FORMULA 1

Silverstone has announced that this month's British Grand Prix will go ahead in front of a capacity crowd.

Despite a delay in lifting COVID-19 restrictions in the UK until 19 July, the day after the race, F1 officials remained confident of a bumper Silverstone crowd amid talks to include the race in the government's Event Research Programme. The ERP also means large crowds can attend the Euro 2020 football games at Wembley, as well as the Wimbledon tennis tournament, which will run at capacity for the finals weekend.

In a statement released on Thursday, Silverstone confirmed that it had been included in the ERP and that it would be able to welcome all ticket holders to the race.

"The Silverstone team will now work closely with the ERP experts and particularly the Director of Public Health in Northamptonshire on the specific conditions of entry that will enable the event to operate safely and will be announcing these details to ticket holders in the

coming days," said the statement.

Silverstone hosted two F1 races behind closed doors last year, but will now welcome back a capacity crowd – the first for F1 since the start of the COVID-19 pandemic – of up to 140,000 on race day. Attendees will be required to show proof of a negative lateral flow test taken no more than 48 hours before arriving at the track, or proof of having received both COVID-19 vaccinations.

But seven-time British Grand Prix winner and seven-time world champion Lewis Hamilton has urged spectators to remain vigilant, saying he was "split" about the decision to go back to full capacity given the rising number of COVID-19 cases in the UK.

"I can't tell you how excited I am to see people, and to see the British crowd, because it's the best crowd of the whole year," said Hamilton. "Last year we didn't have them, so to be able to see them and feel the energy that they bring into a weekend will be great.

"But I turn on the news this morning, and I've been watching

it these past days, and I know that the UK rates have increased since people are loosening up a little bit, and not everyone is vaccinated. I do worry about people. I read that the vaccinations are good, there's less people being in hospital. But I don't know. It feels a bit premature to me.

"I hope people stay safe, keep their masks on. That's what I'd encourage everyone. Continue to wash their hands, continue to wear your masks, particularly in those big crowds."

Fellow Briton George Russell said he was "really excited" to hear that Silverstone would be open to a full crowd of spectators.

"It's great that we are moving towards this and obviously doing it safely as well – everyone either has to be tested or show proof of the vaccination," said Williams driver Russell. "I've been told you can fit 50 Wembley stadiums inside of Silverstone, so big open space, open air, lots of room to move around. I think it's great that Silverstone have worked together with the government and we'll have a good show on our hands for everyone."



SUTTON
motorsport
IMAGES

RUSSIAN GP MOVES TO NEW CIRCUIT

FORMULA 1

The Russian Grand Prix will leave Sochi and move to Igora Drive, the new circuit built 34 miles from St Petersburg, from 2023.

F1 staged its first Russian GP in 2014 at the Sochi Autodrom, but was known to be eyeing a move away from the Black Sea resort in the near future. It was announced last week that Sochi will host its last GP in 2022, but that the race will continue under its existing promoter, Rosgonki.

Igora Drive was designed by Hermann Tilke and opened its doors in 2019. The circuit has mainly hosted Russian national series so far, but was due to



welcome DTM, W Series and World Rallycross as its first international events last year before the COVID-19 pandemic forced their cancellation.

The track currently stands at 2.539 miles, but is set to be lengthened ahead of F1's arrival, as well as introducing some banked

corners to give the track more elevation changes.

Rosgonki CEO Alexey Titov told Autosport that the prospect of alternating Igora Drive and Sochi "has not yet been completely swept away", but said that the focus is now on the new venue for the time being.

LUKE SMITH & OLEG KARPOV



TEE/MOTORSPORT IMAGES

TURKISH GP BACK ON

The Turkish Grand Prix will rejoin the 2021 Formula 1 schedule as a replacement for the cancelled Singapore GP on 1-3 October. The Istanbul Park event had initially been drafted in as a replacement for the Canadian GP, only for Turkey's addition to the UK government's 'red list' to force its cancellation given the quarantine requirements.

But F1 officials have now added Turkey back onto the schedule in Singapore's date slot to form a triple-header with the Russian and Japanese GPs, ensuring quarantine can be avoided by travelling on to Japan to cover the 10-day window.

It means that the F1 calendar is now back up to 23 races, although doubts still linger over the races in Mexico, Brazil and Australia near the end of the year.

LUKE SMITH



MAUGER/MOTORSPORT IMAGES

Banked corner for Yas Marina

FORMULA 1

A high-speed banked corner and revamped hairpin section have been revealed as part of multiple changes Abu Dhabi is making to its Formula 1 track.

Following a series of dull Abu Dhabi Grand Prix races, plans to change the layout of the circuit were announced recently, and the full extent of the changes became clear last week.

At the end of the second back straight, the tight and twisty complex of bends at Turns 11-14 is being removed completely and replaced with a high speed and wide banked corner that Saif Al Noaimi, acting CEO of the race promoter, said could be "iconic".

The chicane before the Turn 7 hairpin preceding the first back straight will be removed, with the width of the track in this area increased to allow multiple racing lines and potentially more passing opportunities. Finally, Turns 17-19 (above) around the hotel are being opened up to become faster and more flowing.

The changes were welcomed by Fernando Alonso, who famously lost the 2010 title decider after spending most of the race stuck behind Vitaly Petrov, frustrated at his inability to pass. "I saw the plan and I think it is good," he said. "At least they are trying, and they are making sure that we are in a position to have a better show."

JONATHAN NOBLE



New pitstop safety rules are dangerous, argues Red Bull

FORMULA 1

Formula 1's fastest pitstops are set to be slowed down on safety grounds from the Hungarian Grand Prix after a clampdown by the FIA.

The governing body has addressed complaints that the stops of some teams are faster than can be achieved by following the current rules to the letter. The suggestion is that some stop procedures involve a higher degree of automation than was expected, and this has allowed teams to achieve record-breaking times. F1's technical regulations contain a reference to pitstops, which states that sensors must act passively. The new technical directive is intended to enforce this more rigidly.

From the 1 August race at the Hungaroring, teams' pitstop procedures must have an inbuilt tolerance allowing for human reaction times in signalling. The figures are 0.15 seconds from wheelnuts being observed to be tight to the jack man being told to drop the car, and 0.2s from the jacks going down to the driver receiving the signal to go.

Teams have been given three races to prepare for the new requirements because they may need to change their procedures, and it could cause trouble to force them to do so without enough time for preparation.

Red Bull has routinely been the quickest squad in the pits this season, and it's no surprise that team principal Christian Horner was against the

move, calling it "disappointing" and questioning whether it would actually improve safety.

"I think that to have to hold the car for two tenths of a second, you could almost argue it's dangerous because you're judging your gaps," said Horner. "The guy that's releasing the car is having to make that judgement, and I think that it's not been well thought through. F1 is about innovation and competition. Seeing pitstops sub-two seconds is a remarkable feat and we should be encouraging it, not trying to control it. Where does it stop? We're going to be told which way to walk into the garage, where we should sit on the pitwall, and which buttons we should press I guess."

Mercedes team boss Toto Wolff denied suggestions that his squad was behind the push to slow down pitstops, saying the team "enquired with the FIA on a safety mechanism" to see if it could optimise its own processes. "So did that trigger anything else?" said Wolff. "Maybe. I don't know. But this is the question we've asked."

McLaren team principal Andreas Seidl said that the changes to the pitstops would not force his squad to do anything different, and he welcomed the FIA's move.

"Safety for our pitcrew is one of the most important things for us as a team," he said ahead of the Styrian GP. "It's important to anticipate problems or safety issues, and not always wait until they happen and then react. Therefore we're very happy with that."

ADAM COOPER & JONATHAN NOBLE

'Robust' Pirelli for British GP

FORMULA 1

Pirelli plans to introduce a new Formula 1 tyre construction from this month's British Grand Prix at Silverstone in the wake of the recent Azerbaijan GP failures.

The teams will be asked to test the new construction in free practice tomorrow (Friday) for the Austrian GP before final approval is given after the high-profile failures for Lance Stroll and Max Verstappen in Baku.

In response, Pirelli increased its monitoring of the pressures with which cars take the start, following accusations that some teams were allowing them to fall during the race.

The change of construction was discussed last Friday afternoon at the Styrian GP at a meeting of team bosses chaired by F1 sporting chief Ross Brawn, with Pirelli's Mario Isola explaining the thinking behind the change. It is understood that the C4 will be used to trial the new construction at the Red Bull Ring, as the stock of the harder C1, C2 and C3 tyres will be required for Silverstone.

The Italian company asked the FIA and F1 if it could use a more robust construction, with the same profile as the current tyres but a stiffer sidewall. The change can be mandated on safety grounds. Silverstone is traditionally hard on tyres due to its high speeds and high loadings, and there have been failures in the past (including Lewis Hamilton in 2020, below).

"This decision has been taken in addition to the recently issued technical directive and the latest starting parameters prescribed by Pirelli, in light of the fact that it is not currently possible to monitor running conditions in real time," said Pirelli. "This will remain the case until next year, when standard Tyre Pressure Monitoring System (TPMS) sensors will be introduced across all teams."

ADAM COOPER



HONE/MOTORSPORT IMAGES

Porsche: no to works GT return

IMSA

Porsche has ruled out a factory return to the front line of GT racing in the IMSA SportsCar Championship next season. The German manufacturer's long-standing programme in the GT Le Mans class, which was axed for this season, will not be revived on the championship's move to the GT3-based GT Daytona Pro class in North America 2022.

"We will not have a factory team," stated Porsche head of factory motorsport Pascal Zurlinden. "GT3 is about customers. If a customer comes to us and says, 'We want to run, do you have factory drivers for us, can you do something?', we would support it as we do with our customers in GT3 worldwide. GT3 is a customer racing class, so what is important is that it stays with the customers and doesn't become a factory effort. That would send the wrong signal to our customers."

Porsche is still a participant in GTLM this year with the customer WeatherTech Racing 911 RSR run by Proton Competition. It has loaned a series of factory drivers to the team for the 2021 campaign.

Porsche's GTLM factory campaign with the CORE Autosport squad, which dated back to 2014 and the first season of the merged IMSA series, was axed in June last



Porsches in IMSA
GTD class will remain
customer teams only

GALSTAD
motorsport
IMAGES

year in the face of the COVID-19 pandemic. The move played a key role in IMSA's decision to replace the GTE rulebook that underpinned GTLM with the GT3 concept already in place in the GTD pro-am class.

Zurlinden stressed that there were no decisions on Porsche's factory future in the GT ranks of the World Endurance Championship beyond its present commitment to GTE Pro until the end of 2022, which will be followed by its return to the prototype arena with its new LMDh contender. It is awaiting an announcement

of what series promoter the Automobile Club de l'Ouest and the FIA have planned for beyond the end of next year.

But should the ACO follow IMSA's route and adopt GT3 for both its pro and am categories for 2023 or beyond, Zurlinden suggested that there would be no overt works presence. He explained that he agreed with Stephane Ratel, the architect of the GT3 class, that competition between full-factory teams could spell the death of the category.

GARY WATKINS



Harper's Nordschleife youth record

NLS

Northern Irishman Dan Harper was part of the BMW Junior Team crew that became the youngest winning line-up of an NLS Nurburgring Nordschleife enduro last weekend, although the manufacturer suffered a blow when its new M4 GT3 had to be withdrawn on the eve of its planned debut.

Harper, the 2019 Porsche Carrera Cup GB champion, broke

the qualifying lap record at the wheel of his M6 GT3 (left) before being pipped to pole. His fellow Junior Team members Neil Verhagen and Max Hesse, the trio all aged 19 or 20, kept the car in the lead battle and Harper grabbed the advantage shortly after taking over, holding the Audi of Vincent Kolb and Frank Stippler at bay.

"It was very special for the three of us — it's huge and was the target for us since the

programme started last year," said Harper. "We were going into the weekend aiming for a podium and came away with a win! It [qualifying] was definitely one of my best laps. It was a surprise for me to go under the previous record as it's only my fourth race in a GT3."

The new M4 suffered damage in an unexplained testing crash with Sheldon van der Linde behind the wheel on Friday.

STEPHEN LICKORISH

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Lynk & Co furious over BoP 'agony'

WORLD TOURING CAR CUP

Geely Group, the parent company of top World Touring Car Cup marque Lynk & Co, has blasted series promoter Autosport Events and "suspended its cooperation" with promoting its local round at Ningbo, China, this November over the series' Balance of Performance measures.

Yann Ehrlacher drove a Lynk & Co 03 to the 2020 title, but the Cyan Racing-run machines struggled in qualifying for the season opener on the Nurburgring Nordschleife, with Santiago Urrutia in fifth the best-placed of its quartet, 2.511 seconds off the pace. The Uruguayan scored the

same result in the non-reversed-grid race, behind two Hyundais and two Hondas.

Prior to last weekend's second round at Estoril, Geely released a strongly worded statement. "It has been made quite clear that there is no point in us being involved in promoting the FIA WTCR races in China commercially as a result of the current sporting conditions of the series," said Victor Yang, vice-president of the Zhejiang Geely Holding Group. "We have no confidence left in the TCR/WTCR organisations.

"This race is a key event for us to connect the racing programmes of the Lynk & Co 03 and the performance road car versions of it. But when the racing cars are not on a level

playing field, there is no point in us investing commercially in the WTCR race weekend only to subject our customers, fans and brand to agony on our largest home market."

The statement added that Hyundai and Honda have "received far more advantageous BoP levels" than the Lynk & Co, which ran heavier, with less power and an increased rideheight relative to its rivals.

Ironically, Ehrlacher went on to head a 1-2-3 for Lynk & Co in the reversed-grid counter at Estoril, although fifth (for Urrutia) was its best result in the other race.

WTCR declined to comment when approached by Autosport.

JAMES NEWBOLD

Outer Hebrides on shortlist for Extreme E

EXTREME E

Scotland's Outer Hebrides is among 10 locations being scouted by Extreme E to replace the cancelled Brazil and Argentina rounds for the inaugural 2021 season.

COVID-19 put paid to both course reccees in South America recently, leaving only an event in Greenland on 28-29 August locked into the schedule. Now the Western Isles have joined

Russia and several African nations on the short-list for substitutes.

A statement supplied exclusively to Autosport read: "As a result of the postponement of Extreme E's South American X-Prix races, we are working hard on confirming replacement locations. Those under evaluation include Iceland, Scotland's Outer Hebrides, Finland, Morocco, Egypt, Italy, Andorra, Kenya, Sri

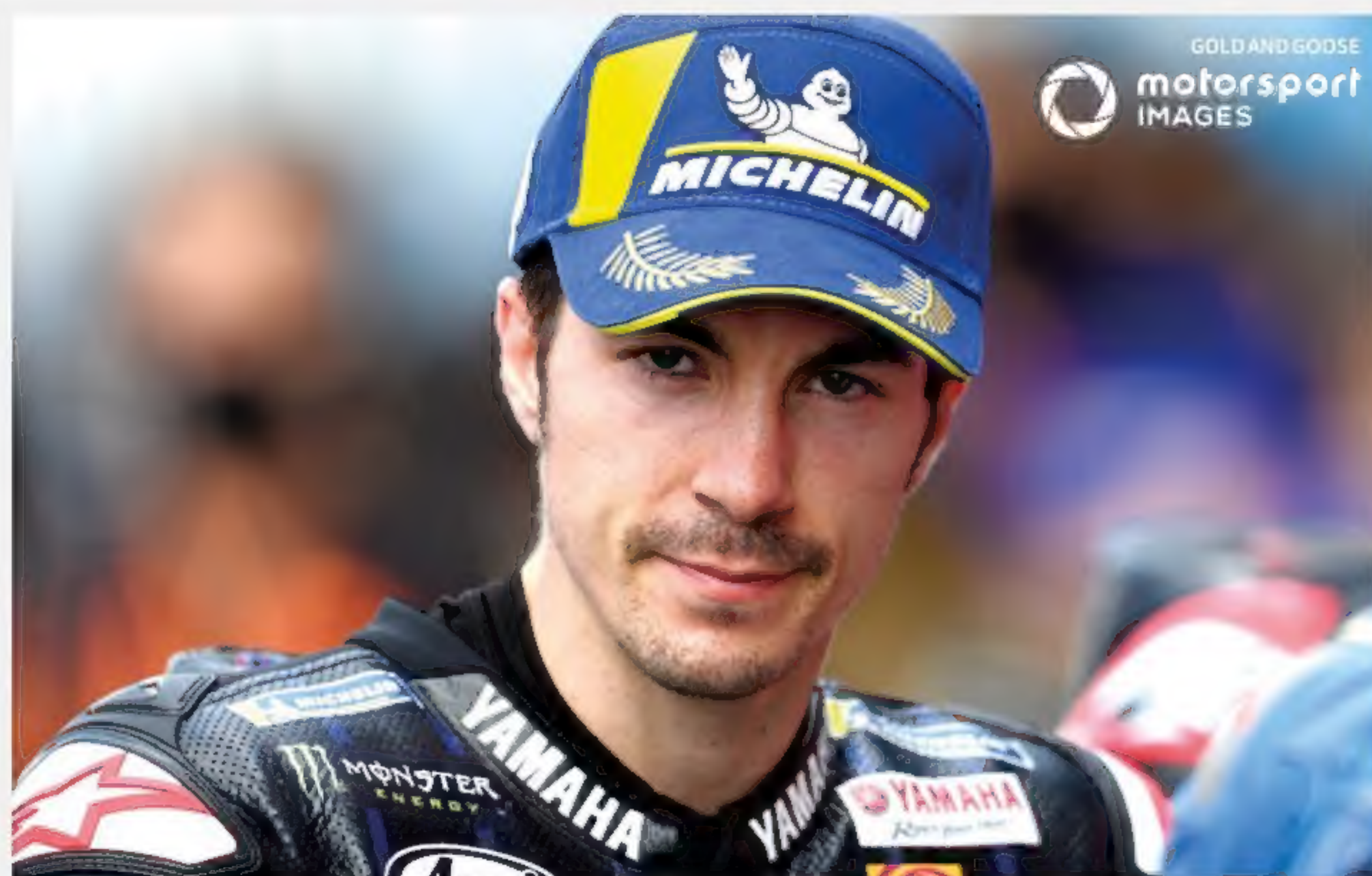
Lanka and Russia."

Autosport understands that Turkey, Sardinia and Marbella had also been initially considered.

A visit to Scotland would tie in with Glasgow hosting the United Nations Climate Change Conference in November. This context was used for Prince William to test-drive the Odyssey 21 E-SUV at Scottish circuit Knockhill in May.

MATT KEW





Vinales set for Aprilia switch

MOTOGP

Yamaha factory rider Maverick Vinales is set for a shock switch to Aprilia for the 2022 MotoGP season after a breakdown in relations with the Japanese manufacturer.

Yamaha confirmed on Monday that, upon request from nine-time MotoGP race winner Vinales, there will be a parting of the ways at the end of 2021 (one year before the end of his current contract) because the relationship between both parties has irreparably soured in recent weeks.

Vinales felt that Yamaha's response to his struggles on the bike in 2021 seemed disrespectful, with the Spaniard's form on the M1 wildly inconsistent for a number of seasons.

Vinales denied reports linking him to Aprilia for 2022, while the Italian marque said it had not entered negotiations, but would be interested in him if he was free.

Yamaha has limited options to replace Vinales, with Petronas SRT's Franco Morbidelli the most likely candidate. Morbidelli's SRT contract states that he can extract himself for 2022 if a factory team offers him a deal, but the relationship between SRT and Yamaha has been somewhat strained since the manufacturer

offered Valentino Rossi's VR46 team discounted M1s for 2022.

With SRT and Yamaha set to extend their partnership beyond 2021, a Morbidelli move to the factory squad is not as clear-cut an option as it appears. SRT's options to replace Rossi, who is expected to retire, are already limited as its preferred choice, star Moto2 rookie Raul Fernandez, looks set to join Tech3 KTM. A Morbidelli exit would only add to its rider line-up conundrum.

SRT's Moto2 riders Jake Dixon and Xavi Vierge are options for 2022, while Yamaha World Superbike rider Toprak Razgatlioglu has also been linked.

VR46 GETS DUCATI MACHINERY

Rossi's VR46 squad will use Ducatis in 2022 after signing a three-year deal with the Italian marque, with Luca Marini set to get a factory-spec bike and expected team-mate Marco Bezzecchi a GP21.

Rossi's squad will bring the number of Ducatis on the 2022 grid up to eight for the first time since 2018, with Gresini also signing a two-year deal.

LEWIS DUNCAN

➔ P46 MOTOGP REPORT

IN THE HEADLINES

ZHOU FOR AUSTRIAN GP FP1

FIA Formula 2 points leader Guanyu Zhou will make his Formula 1 FP1 debut at this weekend's Austrian Grand Prix. The Alpine F1 protege, who will fill in for Fernando Alonso, tested with the team in its Renault guise during the 2020 post-season Abu Dhabi test. The Chinese also had two days at the Red Bull Ring last year in a 2018 Renault.

LIND TO RACE SPA AUDI

Lamborghini factory driver Dennis Lind will race one of the works cars for sister marque Audi at this year's Spa 24 Hours on 31 July-1 August. The Dane has come into the Audi line-up in place of Frederic Vervisch, who will be racing in the World Touring Car Cup event at Adria the same weekend. Lind will share one of two WRT Audi R8 LMS GT3s with Robin Frijns and Nico Muller. One car from Sainteloc and one from Attempto complete Audi's factory assault on the double-points round of the GT World Challenge Europe Endurance Cup.

16-YEAR-OLD QUILTS RACING

Dutch 16-year-old Thomas ten Brinke has retired from racing midway through his Formula Regional European campaign with ART Grand Prix. Ten Brinke was a 2019 world karting champion, before finishing third in Spanish F4 last year. He is 13th in the Regional points. "I started feeling a pressure I didn't feel before," he said. "I struggled mentally to perform. There was no joy anymore which made me very uncomfortable."

WURZ JR JOINS F4 GRID

Charlie Wurz, the 15-year-old son of Austrian F1 veteran Alex, made an impressive Italian F4 debut at Vallelunga last weekend, taking a best result of fourth with Prema. Ollie Bearman won all three races with Van Amersfoort Racing to extend his series lead, although one came after Sebastian Montoya was given a drivethrough jumped-start penalty.

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F1 AUSTRIAN GRAND PRIX PREVIEW



UK START TIMES

Friday 2 July

FP1 1030 FP2 1400

Saturday 3 July

FP3 1100

QUALIFYING 1400

Sunday 4 July

RACE 1400

CATCH THE RACE LIVE

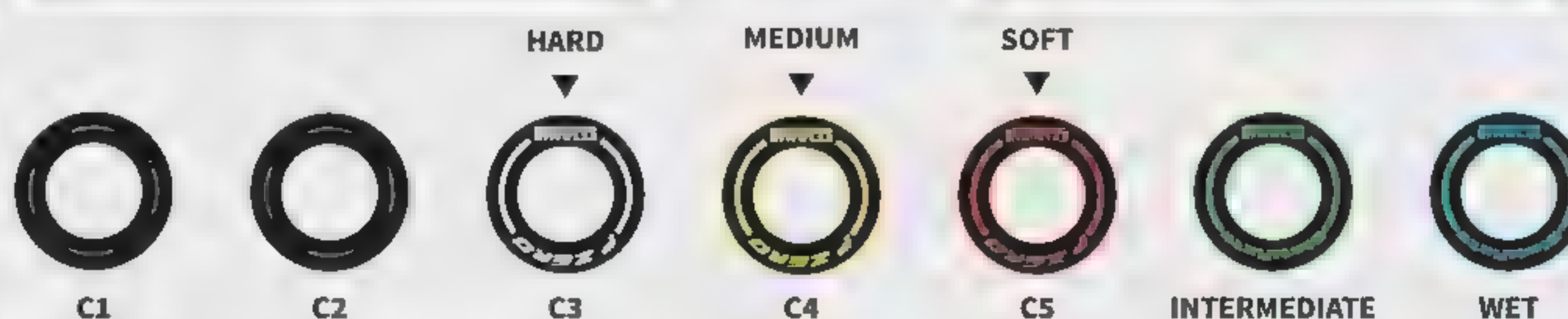
SKY SPORTS F1

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HIGHLIGHTS

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TYRE ALLOCATION



CHAMPIONSHIP POSITIONS

Drivers

| | | |
|---|------------|-----|
| 1 | Verstappen | 156 |
| 2 | Hamilton | 138 |
| 3 | Perez | 96 |
| 4 | Norris | 86 |
| 5 | Bottas | 74 |

Constructors

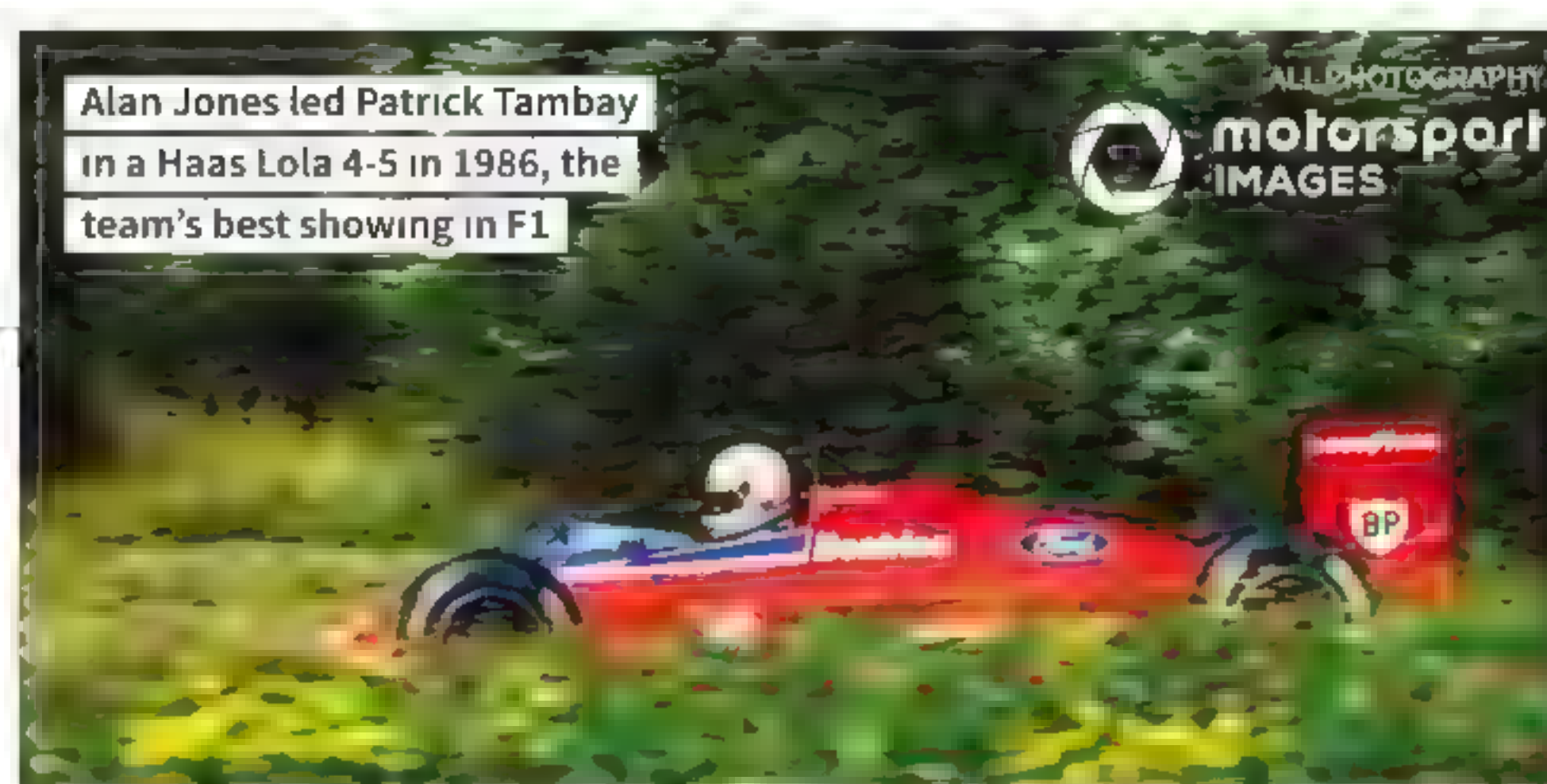
| | | |
|---|------------|-----|
| 1 | Red Bull | 252 |
| 2 | Mercedes | 212 |
| 3 | McLaren | 120 |
| 4 | Ferrari | 108 |
| 5 | AlphaTauri | 46 |



CIRCUIT STATS

Previous Red Bull Ring winners

| | | |
|------|--------------------|----------|
| 2021 | Max Verstappen | Red Bull |
| 2020 | Lewis Hamilton | Mercedes |
| 2020 | Valtteri Bottas | Mercedes |
| 2019 | Max Verstappen | Red Bull |
| 2018 | Max Verstappen | Red Bull |
| 2017 | Valtteri Bottas | Mercedes |
| 2016 | Lewis Hamilton | Mercedes |
| 2015 | Nico Rosberg | Mercedes |
| 2014 | Nico Rosberg | Mercedes |
| 2003 | Michael Schumacher | Ferrari |



Best results

| | |
|------------|---------|
| Verstappen | 1st x 3 |
| Hamilton | 1st x 2 |
| Bottas | 1st x 2 |
| Räikkönen | 2nd x 2 |
| Leclerc | 2nd x 2 |
| Vettel | 2nd x 1 |
| Norris | 3rd x 1 |
| Ricciardo | 3rd x 1 |
| Perez | 4th x 1 |
| Sainz | 5th x 1 |



Russell's crucial improvements

The Williams driver's efforts to finesse his tyre-management skills and make better starts will be key in the pursuit of a points-scoring finish in Austria this weekend

ALEX KALINAUCKAS

We'll get those points next week." George Russell made sure to console his Williams Formula 1 crew as he climbed out of his car 35 laps too early at last weekend's Styrian Grand Prix.

It had been a fine weekend overall for both the British driver and his team, backing up what Russell had called his "best ever" race at Williams with his 12th-place finish a week earlier at Paul Ricard. He'd maintained his perfect Q2 progression record in 2021 – he only missed a spot in Q3 by 0.008 seconds – and then been boosted into the top 10 on the grid by Yuki Tsunoda's penalty for impeding Valtteri Bottas. In the race, Russell was holding his own in eighth behind Fernando Alonso.

Then came the call after 16 laps: "We need to convert to Plan B – for reliability." Russell was initially "a bit confused" about what that would mean strategically, but it became clear when he pitted at the end of lap 25 of the scheduled 71. Williams had been forced to call him in to top up the pneumatic pressure that F1 engines need to run their air-valve systems, and knew it would need to bring him in again before the end. Ultimately, that was required after just one lap more, then Williams had to retire the "gutted" Russell a short while later.

He reckoned he "would have definitely finished ahead of Alonso", who came home ninth, but how does that stack up considering how the race played out? Well, qualifying 11th was far from the worst thing that could have happened. It allowed Russell

"There are enough reasons to suspect Russell would have held on to eighth, or risen further"

to have free choice to start on the medium tyres and avoid the softs most of the Q3 shootout runners were forced to take. This meant he was set to "drop the hammer" when the soft-tyre runners pitted and try the overcut strategy, which worked a treat for Carlos Sainz Jr – the Ferrari rose from 12th on the grid to sixth at the flag.

Despite the Ferrari's remaining limitations, the FW43B is still a slower package, but with that strategy and the race pace Russell had demonstrated in FP2 – the Williams was slower than only Mercedes and Red Bull on the hard tyres, and did a longer stint than either on them – there are enough reasons to suspect that he would have held on to eighth or indeed risen further.

Such a result would have been brilliant for both Russell and Williams. And it's interesting to note that in one way, the first third of the Styrian GP was better for Russell than his

fantastic French GP. At Paul Ricard, he put his charge up the order down to "constantly managing those tyres" – a crucial skill area where Russell feels he has made recent gains. And Williams is seeing that progress play out.

"[With] how sensitive those tyres are, it's amazing how subtle the control is to reduce the deg," says the team's head of vehicle performance Dave Robson. "He's just continuing to learn some of those subtleties you need."

But Russell's Paul Ricard promise was hurt by something of a long-standing weakness: his race starts. For clarity, this includes the whole first lap away from the line. It's something that featured in his early junior single-seater career, was there at the start of his rookie title-winning campaign in GP3 – particularly as he adjusted to using a hand-operated clutch in that series – and has continued in F1. Consistency has been the problem.

But in Austria, he held onto his place in the pack. There was still a touch of hesitancy at Turn 1, where Daniel Ricciardo nearly jumped him (and a lock-up at Turn 4), but a bold run to the outside at Turn 3 got him back on terms with Tsunoda, which was key to maintaining his position.

After two very strong weekends, even if the most recent one was cut cruelly short, Russell and Williams will be out to continue their streak at this weekend's Austrian GP. Making another good start will be key – Robson thinks getting on a consistent success "spiral" when the lights go out may address this weakness for good – but the excellent race pace Russell has been demonstrating of late will be tested in a different way compared to the Styrian GP on the same Red Bull Ring layout.

As it did between the British GP and 70th Anniversary GP at Silverstone last year, Pirelli has made its tyre compound range a step softer for the repeat event in Austria. The drivers will use the C3, C4 and C5 tyres this time around.

Williams remains unsure if its recent bargeboard upgrades have solved its wind-sensitivity problem – the tyre management race at Paul Ricard's blustery setting meant the drivers weren't pushing flat-out, so had no struggles with the wind. Its home event at Silverstone will likely expose any remaining weakness in this area, so it needs to capitalise at a track where it has shown strong form, which this weekend's event offers.

Although the Styrian GP was a tame affair overall, Red Bull Ring races can be thrillers, where the weather can play a randomising role and the layout is something of a car breaker. That gives a team hoping to score its first F1 points in nearly two years a great chance to reverse the "hurt" that it and its rising-star driver experienced last weekend. 🍀

PIRELLI STYRIAN GP REPORT



Drive for sustainability

The 2016 Formula 1 world champion believes motorsport can be an inspiring and innovative force for positive change, helping to tackle the world's greatest challenges

NICO ROSBERG

When I retired from Formula 1 at the end of 2016, I decided to dedicate the next step in my career to a greater purpose. Motorsport, and especially F1, can be very ego-driven, so I felt the need to dedicate my new life to helping others. Having always been fascinated by the power of innovation, I developed a keen interest in sustainability and green technologies, and ultimately taking action to tackle the climate emergency. I've often felt that motorsport and the automotive industry have been easy targets when it comes to climate change but, truthfully, I am convinced that they can be platforms for positive change.

Purpose-driven initiatives within sport, industry, politics and beyond are the future, which is why I co-founded the Greentech Festival – Europe's biggest sustainability festival – in 2019 as a platform for innovators and policy makers, from start-ups to global corporations, to come together and celebrate change. This year's edition featured Audi, Rimac, Volvo, BMW and other auto brands joined by start-ups from the mobility, food, energy and finance industries. They combined to exchange and collaborate on ideas that will help shape a healthier, brighter future.

Using sport as a platform for change is also why I decided to get involved first with Formula E as an investor and then take the next step with my own team, Rosberg X Racing, in Extreme E this year. Ever since my first conversation with series co-founder Alejandro Agag about investing in Formula E, it's been incredible to see the growth of the product from start-up to FIA World Championship-level series in less than seven years as both an entertainment product and testbed for EV technology. Just ask the nine OEMs that have so far run teams and developed race-to-road innovations...

The bold concept behind Extreme E made it an easy decision for me to get involved in the series. How could I not join a series which combines my two greatest passions in motorsport and sustainability? Already we've seen new technologies emerge and develop, such as AFC Energy's zero-emission hydrogen fuel cell, which charges the Odyssey 21 race cars, Bcomp's natural-fibre-based lightweight composites, and Williams Advanced Engineering's 54kWh battery, built to work in all conditions and all terrains. These innovations will make sustainable mobility more accessible and versatile in years to come, while the series' ability to highlight the most fragile regions of our planet and act on the effects of climate change is what connects with hearts and minds and inspires action.

It's also why Rosberg X Racing exists: to succeed in competition as it does in driving awareness and inspiring positive change. So



LOPEZ/MOTORSPORT IMAGES

far, we've done the first part well with two wins from the first two events, but the second part is just as important. It's why we have our #DrivenByPurpose campaign, which supports projects at each race location with local communities and sustainability initiatives to drive positive change.

Already, we have planted native trees at Motorland Aragon in Spain following the pre-season test in late 2020, donated video and photography equipment to female artisans in Saudi Arabia in support of gender equality and local craftsmanship, and donated solar panel reading lamps to children in Senegal to aid education and tackle climate injustice. It's been heartwarming to see the impact we've been able to have with our team and our sport, and something that makes winning taste that much sweeter.

We're privileged to be involved with the world's first sport built on a social purpose, but I'm encouraged to see the steps other motorsport series are taking to drive positive change as well. F1 has always been the pinnacle of our sport, so it's great to see it announce plans to be net-zero carbon by 2030, with more sustainable solutions planned for the cars on track and F1's logistical operations. I'm also pleased to see the World Rally Championship embrace synthetic fuels – a technology with huge potential to reduce the emissions in internal combustion engines as well as new powerplants – from 2022 onwards, and other series such as Pure ETCR and FIA Electric GT emerge as well.

I see motorsport and the wider mobility industry as an ecosystem, where every aspect of it can help drive positive change, from the sustainable solutions it develops to the role it can play in educating people on the threat of climate change and how to tackle it. Innovating, racing and educating together is how we can make a difference. 🌱

RACE CENTRE

STYRIAN GRAND PRIX • SAFARI RALLY • BTCC BRANDS HATCH • WORLD OF SPORT



VERSTAPPEN BLITZES HAMILTON AS RED BULL DOMINATES AT HOME

The Austrian-owned squad scored its fourth consecutive grand prix victory on Sunday — and Mercedes had no answer

ALEX KALINAUCKAS

PHOTOGRAPHY



motorsport
IMAGES



STAT

18

Hamilton is now 18 points
behind Verstappen in
the title race



A

ustria is far from flat. Indeed, the Red Bull Ring is situated in the Styrian mountains, with the first of two Formula 1 races to take place at the track in 2021 named after the state. The circuit itself is gorgeously undulating, from the peaks of the Turns 1 and 3 right-handers, sweeping around the rest of the 2.7 miles, ending with a pair of

fast rights where the drivers find it so tricky to stay on the road.

But two things in the second ever Styrian Grand Prix remained firmly flat: the lap chart positions of eventual winner Max Verstappen and runner-up Lewis Hamilton (which you can see on page 27). For each of last Sunday's 71 laps, F1's 2021 title contenders occupied the two leading places in that order, as the championship followed something of a French GP thriller (by Paul Ricard standards at least) and an enthralling, bruising race in Baku with a much tamer affair.

Not that it will have felt that way for the dominant victor or his delighted team, taking its third win on home turf from a first pole here. Even for Mercedes, the latest chapter in 2021's close title fight might have featured a lack of action, but it also may have exposed something of a key difference in how the Black Arrows squad now fares against its rival on race days, which goes back to its most recent win — four races and seven weeks earlier at Barcelona.

When the lights went out last Sunday, Verstappen and Hamilton got away effectively in unison, with the Dutchman using the extra ground afforded to his higher grid spot to sweep ahead of the Mercedes on the run to Turn 1. As Verstappen was serenely building a 0.95-second lead at the end of the first tour, it was all rather kicking off behind him.

Coming out of Turn 1, Charles Leclerc and Pierre Gasly nearly touched as they scrapped over sixth with Fernando Alonso on the inside, the Ferrari and AlphaTauri taking to the runoff. As they swept back onto the track and raced up to the tight right of Turn 3, Leclerc made it two for two in Styrian GPs by getting involved in a needless incident that spoiled his and a rival's race.

But it wasn't at Turn 3, where his mistake wiped out Ferrari teammate Sebastian Vettel in 2020; this time he clattered Gasly's left-rear as they headed up the hill. This broke the right-hand side of Leclerc's front wing, which forced him to pit and begin a remarkable recovery to seventh at the finish, and gave Gasly a race-ending puncture.

The AlphaTauri driver was then barely able to drive straight when he reached Turn 3, where he punted around Antonio Giovinazzi's Alfa Romeo and then gave Nicholas Latifi a puncture with yet more contact in the runoff beyond as they swept past. Gasly recovered to the pits and retired with suspension damage. FIA race director Michael Masi reviewed the Leclerc/Gasly clash, but it was quickly determined "a first-lap-type matter" that did not warrant a full investigation or penalty. >>



TRACK



Hamilton took his W12 to the limit and beyond in an ultimately vain bid to catch Verstappen



The leaders had traversed Turn 3 without contact, but as Verstappen was racing clear in first place, Hamilton was playing an unwitting part in the fight for third between Lando Norris (who'd started there) and Sergio Perez, boosted up to fourth on the grid by Valtteri Bottas's FP2 pitlane spin penalty. As Hamilton initially took the inside line to Turn 3, Perez took advantage of Norris being slightly boxed in behind to run around the outside of the McLaren. He then chased Hamilton on the downhill, slightly meandering straight to Turn 4, where Norris made an identical play, and forged back to third on the outside line — he was close to getting alongside Hamilton too, such was his late braking.

That move cemented the 2021 Styrian GP as a two-horse race. Perez passed Norris with an easy move into Turn 3 on lap 10, with Norris saying that this came from a deliberate decision not to defend in order to avoid being "a lot more vulnerable at the end of the race" if he'd wasted time fighting the faster cars. By the time Perez pitted his Red Bull on lap 26, he was 20s off the lead.

The gap was such that to have any chance of disrupting Verstappen's flat line of lap chart perfection in the lead, Hamilton would have to

somehow alter his own stable progress, either by overtaking on track or via Mercedes making a bold call on strategy.

But both of those possibilities were removed by Verstappen's pace in the lead. Over the course of the first stint, he pulled clear of Hamilton by 0.174s per lap. Only twice, fractionally, did he fall out of the 1m09s bracket in a metronomic run the Mercedes couldn't match.

Verstappen extended his lead to a maximum of 5.5s by the time he came in to exchange the medium tyres that he, Hamilton and Bottas had started on for a fresh set of hards. Red Bull team boss Christian Horner recognised afterwards that this "was the first time we've managed to break keeping them within a DRS" so far this year.

"I WAS RAGGING THE LIGHTS OUT OF THE CAR — GIVING IT EVERYTHING TO TRY AND MATCH MAX'S TIMES"



Punt from Leclerc left
Gasly with race-ending
puncture on lap one

"It was important to have a good start and that first stint was all about managing the tyres a bit, and I could see the pace was quite strong while looking after the tyres," Verstappen later reflected. "It has been sometimes a bit different in previous races, so we worked quite hard to try to make that better and today that was very good."

Perez's pitstop kicked things off for the leaders coming in, and also made his afternoon much harder. After starting on the softs as a result of Red Bull opting to split its starting tyre strategies, he'd been keeping Bottas at bay, the Mercedes driver having passed Norris to take fourth a lap after Perez's Turn 3 move in almost identical fashion. But during his stop, a slow left-rear change kept Perez stationary for 4.8s.

"It should have been comfortable for him to retain track position to Bottas, but unfortunately we had a problem with a left rear," Horner explained. "We didn't get cleanly onto the wheel."

With Bottas running the mediums, Mercedes had not considered



bringing him in so early, but with F1's typically fastest pitstop crew (until the new technical directive governing service times comes into force at the upcoming Hungarian GP) thwarted, it didn't hesitate. "We were quite reactive," Bottas said of the decision to bring him in the next time by after Perez's botched stop, which left him clear in third as they raced back up to speed at the pitlane exit.

Hamilton was the next 'Class A' runner to come in, switching to the hards at the end of lap 28, with Verstappen following him in one tour later. The Briton had been giving it his all as the first stint came to a close, at one stage on lap 25 even dipping his left-rear wheel in the gravel at the exit of Turn 4, nearly causing him to spin. He said he was "just ragging the lights out of the car and that was it — just giving it absolutely everything and every bit of the road possible to try and match Max's times, but even with that excursion it wasn't possible".

After stopping, Mercedes told Hamilton to push, to see if the compound change would knock the leader off course. This and the undercut factor, nowhere near as big as it had been seven days earlier at Paul Ricard, meant that when the pitstop sequence had shaken out at the end of lap 30, Verstappen's lead was down to 4.5s. But any hope Mercedes had of it tumbling significantly were dashed when Verstappen reeled off a pair of laps in the 1m08s (a bracket he rarely left for the rest of the race) just when the lead fell to 4.1s on lap 33. His advantage started to grow once again.

"As soon as we stopped to go on the hard, honestly that was a really enjoyable stint just to drive," said Verstappen.

The second, larger, part of the race was dominated by the leading duo negotiating traffic, as every driver up to Perez was lapped. Even Norris, secure in a "lonely, straightforward" race to fifth, came home without completing the full distance. This wasn't an easy task as there were many battles raging up and down the field, with a DRS train extending a long way from the lower reaches of the top 10 for much of the race.

But despite this, Verstappen's lead just grew and grew. Over the 38 laps that followed his out-lap, he was on average 0.334s per lap quicker than his rival, who had gone back into tyre preservation mode when it became clear that Verstappen had an answer to his >>

QUALIFYING



At the 2021 Styrian Grand Prix, Formula 1 finally got through a qualifying session without having a red-flag disruption. And the title contenders did things rather differently in Q3.

When the green lights came on at the start of Q3, Mercedes had Lewis Hamilton waiting at the end of the pitlane for an immediate run on the softs as the only driver on track. That resulted in a 1m04.208s. Next up was Max Verstappen's key difference to previous qualifying sessions. A week before, he had explained how getting through Q2 on the medium tyres, as he, Hamilton and Valtteri Bottas did again last weekend, often leaves drivers slightly undercooked come Q3. At the French GP Verstappen's pole-winning time came on his second Q3 lap, but this time he did it immediately (although his second lap would also have been enough for pole), posting a 1m03.841s.

Verstappen said he was so "fired up" reacting to criticism from an "upset" Gianpiero Lambiase that he had pushed "a bit harder on that first run in Q3". The reason Verstappen's engineer was annoyed was because he had abandoned the "sighter" lap Red Bull and Mercedes regularly give their drivers late in Q2 as cover in case their medium-shod times are under threat and to get them prepared for Q3. Verstappen had done so after encountering traffic at Turn 1 on that lap.

Returning to Hamilton, his early start to Q3 ultimately gave him three goes and, running slightly offset to the rest of the shootout contenders, he posted a 1m04.067s, which would leave him third, between Valtteri Bottas and the starring Lando Norris.

Mercedes had just enough time to service Hamilton with another set of softs for the final fliers, but he opted not to wait at the rear of the pack and passed Norris, Sergio Perez, Fernando Alonso,

Pierre Gasly and Bottas, who had also jumped the queue, on his final out-lap as they lined up on the slower preparation tours. Perez said this "ruined my lap a bit", as he ended up fifth behind Norris, starting on softs after Red Bull split its strategy in Q2. Hamilton was wary of low tyre temperatures resulting from waiting in the pack, but his march backfired.

By picking up dirt in going offline to jump ahead, and then overdriving when he realised he was down, that led to a slip off the road at the penultimate corner and exposed him to Bottas's improvement. The Finn's first Q3 run had been compromised by Yuki Tsunoda getting in his way, without a warning from his team, at Turn 4. The resulting three-place grid penalty put the AlphaTauri driver down to 11th and boosted Williams's George Russell, who'd been 0.008s from reaching Q3, one spot ahead.

"PICKING UP DIRT BY GOING OFFLINE TO JUMP AHEAD THEN OVERDRIVING LED TO A SLIP OFF THE ROAD"

early pace on the hards. Not even a brake pedal problem that left Verstappen reporting a “BBW fail”, twice with his pedal “quickly just [falling] a bit to the floor in between Turns 9 and 10 while braking”, could halt his march.

The game was up and Mercedes knew it. On lap 69, with Hamilton enjoying a 28s gap to Bottas in third, it brought him in to take the soft tyres and chase the fastest lap bonus point on the last lap. Unlike in Portugal, Mercedes’ timing meant Red Bull had no opportunity to bring Verstappen in for a response, and so the one (very) minor negative note of his weekend followed, as his title rival stole back a point with a 1m07.058s fastest lap on the final tour.

The real intrigue in the closing laps concerned Perez and Bottas, after Red Bull had gone aggressive on strategy for the second race in a row. This time it brought its second car in for an extra stop in an effort to get it back on the podium, switching Perez to a two-stopper on lap 54. This gave him a 20.3s gap to close back on Bottas. He duly did at an average rate of 1.2s per lap, with both drivers having to contend with backmarker interference (with five tours to go Bottas struggled to lap McLaren’s Daniel Ricciardo as his “tyres were finished”).

“We had looked at that two-stop option, and decided that it wasn’t worth it,” said Mercedes director of trackside engineering Andrew Shovlin. “We knew it was close, it just wasn’t worth giving up the podium position to try and win it back. So, it wasn’t a great surprise when they went for it.

“Actually the thing that was a surprise was when they pulled the trigger. It said that Perez would catch him on the last lap, but he wouldn’t get through. And it was a relief to see that on this occasion. The tools were absolutely spot on [after Mercedes’ modelling had predicted Hamilton would catch Verstappen much later than he did in Spain and suggested he was safe from the undercut in France].”

Perez was back to 0.5s behind Bottas at the chequered flag, but his charge was in vain. Ahead, his team-mate had won by 35.7s, then earned a rebuke from Masi for doing a burnout on the main straight just after he crossed the finish line, which the race director said “would not be tolerated in the future”. Verstappen’s celebrations had been done with Latifi accelerating onto the pit straight, six years after the Canadian had smashed into the back of a near-stationary Roberto Merhi just after the conclusion of a Formula Renault 3.5 series race at the same circuit.

Bottas’s presence in the post-race press conference gave him the chance to offer a theory on why the Black Arrows couldn’t match Red Bull last Sunday: “If we want to keep up with them, we can’t do as much tyre management.”

And this was the crux of Mercedes’ defeat. Not only did



Red Bull clearly have the faster car over a single lap and on race pace last weekend, but it also did the latter while displaying superior levels of tyre wear.

The opposite had been a key factor in Hamilton beating Verstappen at Barcelona, where the Red Bull’s rears were wearing out at a faster rate, which may have left Verstappen vulnerable to a pass even without the strategy change that ultimately got his rival ahead. At the previous race in France, F1 missed the chance to see if Red Bull had made progress on this matter when it took the aggressive tactic to stop again and set its title contender on a charge.

When discussing the work Red Bull has done to improve its tyre wear since its Spanish defeat, Verstappen said: “It’s all about making sure that you have the tyres to the end. And yeah, I do think





Significance of Red Bull's victory, and strength of its performance, reflected in team celebration

in Barcelona we just didn't have [the best degradation], a bit like it was today [for Mercedes].

"They couldn't keep up with me in terms of pace and if you have that little bit extra pace you can manage your lap times a bit more. That just helps these tyres a lot to the end because they're super-sensitive in terms of sliding, locking – whatever. They overheat super-quick, so it's all about management at the end."

Hamilton's theories about Red Bull's superior pace centre on its rear wing and engine, which Horner says is benefiting from "new oil". But the world champion explained Mercedes could not "put a smaller wing on this weekend" as "we would have just been slower through the corners and therefore probably had [even] more degradation".

But a set-up decision Shovlin calls "fairly wacky" may have made

"TO HAVE WON THE LAST FOUR RACES ACROSS THE TYPES OF CIRCUITS THAT WE HAVE IS THE BEST RUN SINCE 2013"



"Fairly wacky" set-up call may have been key in Mercedes being less kind to its tyres

the difference in the crucial considerations of tyre management, which resulted in Mercedes' fourth consecutive defeat – something that has not happened since the start of the turbo hybrid era.

"[It was] a radical approach, which I think was maybe a bit better on a single lap," he added. "The question that remains is whether we've hurt our degradation. Essentially, the window that we work in was much wider. We were sort of going further than we've ever gone and just really understanding the effects of that [afterwards]."

By being faster and kinder on the tyres, Verstappen's winning combination simply removed any chance that Mercedes had to get Hamilton on terms.

"Red Bull clearly had the quicker package this weekend," summarised Mercedes team boss Toto Wolff. "And we didn't have the pace to apply strategic pressure to Max, who could have covered every move we made; he simply controlled the race from the front."

"It was our strongest and most complete performance so far this year," added Horner. "To have won the last four races across the types of circuits that we have is the best run we've had since 2013."

F1's return to Red Bull's home ground this weekend after Verstappen produced such a thumping win should worry Mercedes. The last repeat event F1 held on an identical layout was the 70th Anniversary GP at Silverstone last August, which Red Bull won. That event was notable because Pirelli made its compound range a step softer following the British GP, which Mercedes had dominated before the late tyre drama, and is something Pirelli will do again for the Austrian GP.

Now it's Red Bull commandingly leading the way, displaying superior pace, and having the edge on tyres with its lead car. But it's also displaying other characteristics that serve its rival so well.

"Of course it looks amazing, we won with a big margin," concluded Verstappen. "But it's never good enough." ❄

NEXT F1 REPORT

AUSTRIAN GRAND PRIX 8 JULY ISSUE

After Max Verstappen's domination of Red Bull's home race, the fates don't look too favourable for a Mercedes fightback. What chance a turnaround?

NORRIS ENJOYS STRONG RUN BUT RICCIARDO STRUGGLES

The two McLaren drivers had contrasting fortunes in qualifying at the Red Bull Ring, with Lando Norris elevated to third after Valtteri Bottas's penalty, while Daniel Ricciardo ended up languishing in 13th.

Norris had a close battle with Sergio Perez at the start of the grand prix, but on laps 10 and 11 did not fight the Red Bull and Bottas hard at Turn 3. Norris elected to settle into maximising his own race fortunes and focus on stretching out his stint on the soft Pirelli tyres.

After pitting and taking the hards on lap 31, Norris had a relatively lonely race – he'd dropped well behind the front quartet of cars, but was clear of the following midfield pack.

His position was briefly threatened by a resurgent Carlos Sainz Jr, however, as the Ferrari benefited from a relatively late stop to overcut its midfield rivals and began to catch Norris. But after being lapped by Lewis Hamilton, Sainz was stuck for 15 laps (Ferrari had to call Mercedes before he could unlap himself), which let Norris off the hook.

Ricciardo fired up to ninth on lap one, but a sudden power issue on lap seven dropped him behind all the runners he'd passed before he and McLaren could fix it. "Then you're in traffic and you're in a train," rued Ricciardo, who went on to finish 13th. "Honestly, the race is over after that."



SUTTON



Double points finish for Ferrari despite Leclerc's lap-one clash

Ferrari recovered to a double points finish in the Styrian GP despite Charles Leclerc's first-lap clash with Pierre Gasly, which ended the AlphaTauri driver's race.

Leclerc led Ferrari's efforts in qualifying, taking seventh on the grid as Carlos Sainz Jr was knocked out in Q2, but clashed with Gasly as they went side by side up to Turn 3 on the opening lap. Leclerc clipped Gasly's rear-left tyre with his front wing, but the stewards deemed it to be a racing incident.

After pitting for a new front wing and a set of hard tyres, Leclerc fought back up the order before a switch to the mediums allowed him to battle past the one-stopping midfield runners and finish seventh.

"We've been incredibly quick, but obviously this first lap basically stopped us from doing something much better," Leclerc said. "The pace was incredible. It's probably one of my best performances in Formula 1 – apart from lap one."

Sainz produced a less eventful but equally impressive recovery in the sister

Ferrari, running long on the mediums to overcut Yuki Tsunoda and Fernando Alonso, before passing Lance Stroll for sixth after leaving the pits.

But a hopeful late pursuit of fifth-placed Lando Norris was stunted as Sainz was stuck before he could unlap himself from Lewis Hamilton. "I doubted for five, 10 laps whether to follow him," Sainz explained. "By the time I unlapped myself, it was too late to go and catch Lando. [It cost] at least a good fight."

Gasly was much less fortunate than Leclerc in the first-lap incident, with the resulting puncture leaving him struggling to stay in control of his car at Turn 3. After further contact with Antonio Giovinazzi and Nicholas Latifi, he dragged his car back to the pits on three wheels but was forced to retire with broken left-rear suspension.

"I think he wanted to take the slipstream, misjudged probably, and came behind me a bit too early, and touched the rear tyre," Gasly said of Leclerc. "I know it wasn't done on purpose, but it just sucks that this happened."

BIG NUMBER

40pts

Red Bull's constructors' championship lead over Mercedes is the highest the Black Arrows squad has faced in the turbo hybrid era, twice as big as Ferrari's 20-point lead after the 2018 British GP

Bottas hit with 'quite harsh' penalty after FP2 pitlane spin

Valtteri Bottas was frustrated by the stewards' decision to hand him a three-place grid penalty for spinning his car in the pitlane in FP2, calling it "quite harsh".

Bottas spun his car while exiting the Mercedes pitbox after attempting to pull away in second gear, an experiment aimed at reducing wheelspin that had cost the team time in the French Grand Prix against Max Verstappen.

Although Bottas avoided hitting anyone, McLaren complained to FIA race director

Michael Masi because he had spun close to its mechanics, who pushed him back around, and the pitwall. "That's how it goes," Bottas said. "Everyone is always trying to screw you over in this sport."

Mercedes boss Toto Wolff was unimpressed by what he described as an "armageddon scenario" call by McLaren. "We should have a little bit more integrity like Valtteri has around the paddock, including the ones that push the button very quickly and moan," he said.



MIXED FORTUNES FOR ALPINE PAIR

Fernando Alonso continued his points-scoring streak, while Alpine team-mate Esteban Ocon endured a significantly more inauspicious weekend at the Styrian GP.

After getting through to Q3 and starting eighth, Alonso rose to seventh at the start, battling Charles Leclerc and Pierre Gasly before they were eliminated, but started to come under pressure in the first stint from George Russell as the Williams driver showed great pace until his power unit developed a terminal problem.

Russell's retirement gave Alonso a little more breathing space, despite Yuki Tsunoda running quite closely behind, but the Spaniard proceeded to drop to ninth after the Ferrari duo both made their way up the order. Carlos Sainz Jr's strategy and Leclerc's excellent recovery took Alonso down a couple of spots, but he nonetheless felt it was the maximum he could achieve at the Red Bull Ring.

Ocon, meanwhile, lacked pace all weekend and struggled in the race. Although he had hoped to make up a number of spots by going long on his medium tyres, he dropped behind the rest of the midfield and only managed to pass Antonio Giovinazzi late on to finish a lowly 14th.

"There were a lot of fights," said Ocon, "but I was a lot more on the defence side compared to the attack side."

Q&A

GEORGE RUSSELL WILLIAMS DRIVER

What happened when the team called 'Plan B for reliability' in the race?

When I heard that message, obviously, I was a bit confused. We were having a great race. I saw that they had to top up the pneumatic pressure that was depleting [when I stopped]. They topped it up, and it went down again. So quite a rare issue, not one that the team have experienced in a long time. I'm gutted for the team to be honest, they've all worked so hard. And these opportunities don't come



in every race. So 'typical' in a way, but that's racing, it's not meant to be easy.

Would you say you were fighting for points on merit?

Absolutely. I think we would have definitely finished ahead of Fernando Alonso, I think he was struggling a bit. I was just managing my tyres, and out of that midfield gaggle I was the first one on the mediums. I was just waiting for them to pit to sort of drop the hammer. Then I would have had the fresh tyres at the end. I would have been in a really strong position. I mean, I think P8 would have been the minimum really.

Are you pleased you backed up your qualifying pace?

It is definitely promising. I do think that maybe the last few races we have just put things together incredibly well. And everything has been really well aligned and we've probably capitalised on other people's mistakes. We have to perform at an excellent level, and hope that others don't. But nevertheless, P11 in quali, we had a good race last week in France, we would have been in the points [this time]. Let's not get too carried away with ourselves, having just had two races like this. Obviously, we've done eight races so far and in only two have we been truly pretty quick. But yeah, a real shame for everyone.

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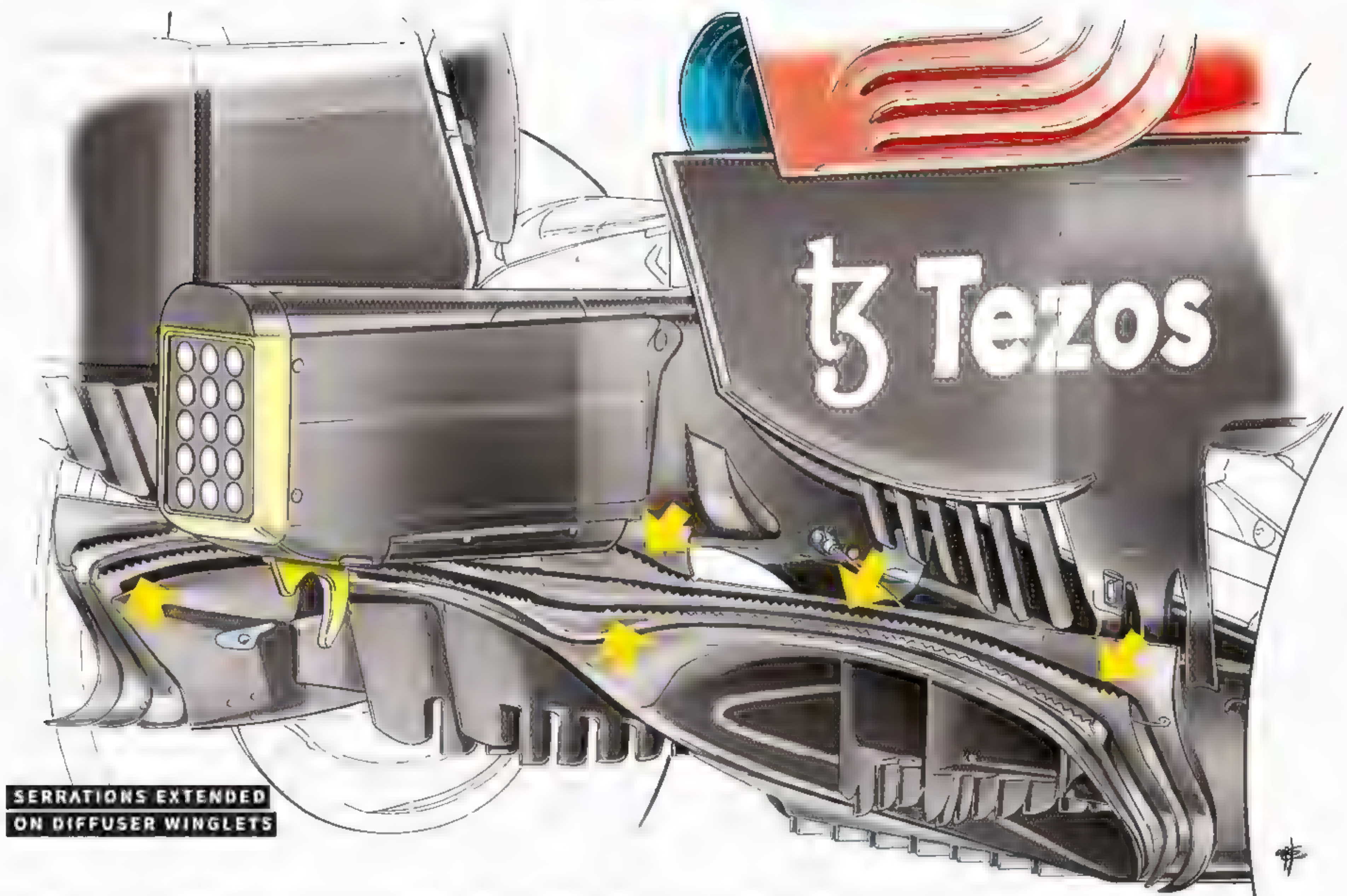
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DRAWING BOARD

GIORGIO PIOLA



SERRATIONS EXTENDED ON DIFFUSER WINGLETS

RED BULL TWEAKS HELP VERSTAPPEN EDGE FURTHER AHEAD

Red Bull was imperious at the Styrian Grand Prix, and Max Verstappen cruised to victory as Mercedes was left scratching its head at the stark difference between the two teams. Lewis Hamilton pointed to the upgrades that Red Bull has been continually adding to its RB16B as the reason for Mercedes slipping back. Indeed, Red Bull did add a minor update to its car ahead of its 'home' race, an extension of a diffuser addition it made earlier in the year.

It had added a few serrations to the edges of the diffuser winglets, hoping to condition the airflow between them a little more and improve the efficiency of the rear-end aerodynamics. It went a step further at the Red Bull Ring, extending the serrations all the way along the middle pair of elements and onto the central part of the top piece. This should help to improve the airflow attachment on the underside by energising it, allowing the team to

use a more aggressively angled set of elements to maximise the diffuser's performance.

Although the visible changes seem to be helping Red Bull, Mercedes is insistent that the Honda power unit has received some attention despite the homologation of the powertrains at the start of the season. Whether it's a myth or whether there's some truth to that, Mercedes is looking very second-best at the moment.

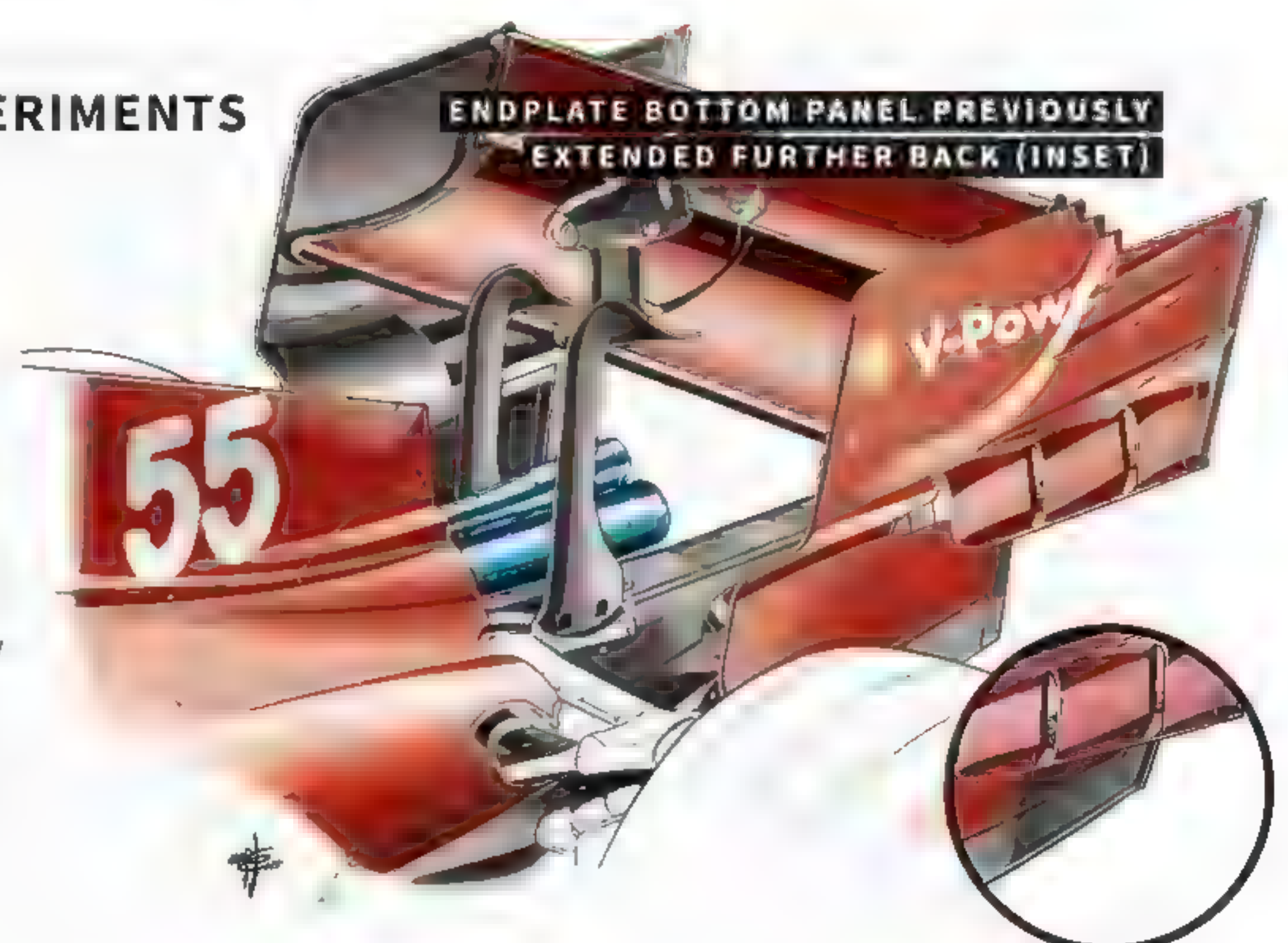
JAKE BOXALL-LEGGE

FERRARI BOUNCES BACK WITH AERO EXPERIMENTS

Ferrari enjoyed a much stronger weekend following a miserable French Grand Prix in which neither driver scored points. It spent the weekend playing with a few changes to its aero package, in particular reprising the trio of floor fins it had discarded earlier in the year as it assessed aerodynamic configurations for Silverstone. The team also did some tinkering with its rear-wing endplates, trimming back the bottom part to potentially further open up the airflow exiting the diffuser.

Usually, the endplate's bottom panel extends further back, but perhaps Ferrari found that the rear end was more potent with the reduced bodywork. It's an interesting change, especially given the change in flexi-wing regulations that has forced the teams to beef up their rear wings to reduce the amount they move by, but evidently Ferrari is trying to increase the bang for its buck with its rear-wing design and how it ties into the rest of the aero devices at the rear.

JAKE BOXALL-LEGGE



ENDPLATE BOTTOM PANEL PREVIOUSLY EXTENDED FURTHER BACK (INSET)

| | | | | |
|--------------------------------|------------------------------|--------------------------------|------------------------------|-----------------------------|
| 20 Mazepin #9 1m06.192s | 18 Raikkonen #7 1m05.429s | 16 Latifi #6 1m05.175s | 14 Vettel #5 1m04.875s | 12 Sainz #55 1m04.800s |
| 19 Schumacher #47 1m06.041s | 17 Ocon #31 1m05.217s | 15 Giovinazzi #99 1m04.913s | 13 Ricciardo #3 1m04.808s | 11 Tsunoda #22 1m04.514s |

| FREE PRACTICE 1 | | | FREE PRACTICE 2 | | | FREE PRACTICE 3 | | |
|-----------------|------------|-----------|-----------------|------------|-----------|-----------------|------------|-----------|
| POS | DRIVER | TIME | POS | DRIVER | TIME | POS | DRIVER | TIME |
| 1 | Verstappen | 1m05.910s | 1 | Verstappen | 1m05.412s | 1 | Hamilton | 1m04.369s |
| 2 | Gasly | 1m06.166s | 2 | Ricciardo | 1m05.748s | 2 | Verstappen | 1m04.573s |
| 3 | Hamilton | 1m06.332s | 3 | Ocon | 1m05.790s | 3 | Bottas | 1m04.832s |
| 4 | Bottas | 1m06.386s | 4 | Hamilton | 1m05.796s | 4 | Perez | 1m05.026s |
| 5 | Tsunoda | 1m06.397s | 5 | Alonso | 1m05.827s | 5 | Tsunoda | 1m05.150s |
| 6 | Alonso | 1m06.519s | 6 | Vettel | 1m05.934s | 6 | Gasly | 1m05.298s |
| 7 | Ocon | 1m06.551s | 7 | Norris | 1m05.994s | 7 | Leclerc | 1m05.340s |
| 8 | Stroll | 1m06.584s | 8 | Stroll | 1m06.079s | 8 | Alonso | 1m05.400s |
| 9 | Giovinazzi | 1m06.614s | 9 | Perez | 1m06.089s | 9 | Stroll | 1m05.445s |
| 10 | Leclerc | 1m06.629s | 10 | Giovinazzi | 1m06.145s | 10 | Vettel | 1m05.492s |
| 11 | Sainz | 1m06.630s | 11 | Sainz | 1m06.147s | 11 | Giovinazzi | 1m05.556s |
| 12 | Ricciardo | 1m06.669s | 12 | Bottas | 1m06.251s | 12 | Ocon | 1m05.676s |
| 13 | Perez | 1m06.696s | 13 | Leclerc | 1m06.270s | 13 | Sainz | 1m05.698s |
| 14 | Vettel | 1m06.708s | 14 | Raikkonen | 1m06.297s | 14 | Russell | 1m05.863s |
| 15 | Russell | 1m06.848s | 15 | Tsunoda | 1m06.451s | 15 | Raikkonen | 1m05.942s |
| 16 | Norris | 1m06.861s | 16 | Russell | 1m06.628s | 16 | Schumacher | 1m05.992s |
| 17 | Latifi | 1m07.180s | 17 | Schumacher | 1m06.886s | 17 | Ricciardo | 1m06.116s |
| 18 | Schumacher | 1m07.473s | 18 | Mazepin | 1m07.404s | 18 | Latifi | 1m06.119s |
| 19 | Kubica | 1m07.823s | 19 | Latifi | 1m07.669s | 19 | Norris | 1m06.654s |
| 20 | Mazepin | 1m08.081s | 20 | Gasly | no time | 20 | Mazepin | 1m06.692s |

WEATHER Sunny, air 22-25C track 38-49C

WEATHER Light rain/overcast, air 21-24C track 40-46C

WEATHER Sunny, air 21-22C track 46-47C



| QUALIFYING 1 | | | QUALIFYING 2 | | | QUALIFYING 3 | | |
|--------------|------------|-----------|--------------|------------|-----------|--------------|------------|-----------|
| POS | DRIVER | TIME | POS | DRIVER | TIME | POS | DRIVER | TIME |
| 1 | Verstappen | 1m04.489s | 1 | Perez | 1m04.197s | 1 | Verstappen | 1m03.841s |
| 2 | Bottas | 1m04.537s | 2 | Norris | 1m04.298s | 2 | Bottas | 1m04.035s |
| 3 | Norris | 1m04.584s | 3 | Gasly | 1m04.429s | 3 | Hamilton | 1m04.067s |
| 4 | Tsunoda | 1m04.608s | 4 | Verstappen | 1m04.433s | 4 | Norris | 1m04.120s |
| 5 | Perez | 1m04.638s | 5 | Bottas | 1m04.443s | 5 | Perez | 1m04.168s |
| 6 | Hamilton | 1m04.672s | 6 | Hamilton | 1m04.512s | 6 | Gasly | 1m04.236s |
| 7 | Leclerc | 1m04.745s | 7 | Alonso | 1m04.582s | 7 | Leclerc | 1m04.472s |
| 8 | Gasly | 1m04.765s | 8 | Tsunoda | 1m04.631s | 8 | Tsunoda | 1m04.514s |
| 9 | Stroll | 1m04.821s | 9 | Leclerc | 1m04.646s | 9 | Alonso | 1m04.574s |
| 10 | Sainz | 1m04.859s | 10 | Stroll | 1m04.663s | 10 | Stroll | 1m04.708s |
| 11 | Alonso | 1m04.971s | 11 | Russell | 1m04.671s | | | |
| 12 | Russell | 1m05.033s | 12 | Sainz | 1m04.800s | | | |
| 13 | Vettel | 1m05.051s | 13 | Ricciardo | 1m04.808s | | | |
| 14 | Giovinazzi | 1m05.092s | 14 | Vettel | 1m04.875s | | | |
| 15 | Ricciardo | 1m05.142s | 15 | Giovinazzi | 1m04.913s | | | |
| 16 | Latifi | 1m05.175s | | | | | | |
| 17 | Ocon | 1m05.217s | | | | | | |
| 18 | Raikkonen | 1m05.429s | | | | | | |
| 19 | Schumacher | 1m06.041s | | | | | | |
| 20 | Mazepin | 1m06.192s | | | | | | |

WEATHER Sunny, air 25-27C track 53-55C



SEASON STATS

| DRIVERS' CHAMPIONSHIP | PTS | BEST FINISH | BEST QUAL |
|-----------------------|-----|-------------|-----------|
| 1 Verstappen | 156 | 1 | 1 |
| 2 Hamilton | 138 | 1 | 1 |
| 3 Perez | 96 | 1 | 2 |
| 4 Norris | 86 | 3 | 4 |
| 5 Bottas | 74 | 3 | 1 |
| 6 Leclerc | 58 | 4 | 1 |
| 7 Sainz | 50 | 2 | 4 |
| 8 Gasly | 37 | 3 | 4 |
| 9 Ricciardo | 34 | 6 | 6 |
| 10 Vettel | 30 | 2 | 8 |
| 11 Alonso | 19 | 6 | 9 |
| 12 Stroll | 14 | 8 | 10 |
| 13 Ocon | 12 | 7 | 5 |
| 14 Tsunoda | 9 | 7 | 8 |
| 15 Raikkonen | 1 | 10 | 14 |
| 16 Giovinazzi | 1 | 10 | 10 |
| 17 Russell | 0 | 12 | 11 |
| 18 Schumacher | 0 | 13 | 15 |
| 19 Mazepin | 0 | 14 | 18 |
| 20 Latifi | 0 | 15 | 14 |

CONSTRUCTORS' CHAMPIONSHIP

| | |
|----------------|-----|
| 1 Red Bull | 252 |
| 2 Mercedes | 212 |
| 3 McLaren | 120 |
| 4 Ferrari | 108 |
| 5 AlphaTauri | 46 |
| 6 Aston Martin | 44 |
| 7 Alpine | 31 |
| 8 Alfa Romeo | 2 |
| 9 Williams | 0 |
| 10 Haas | 0 |

QUALIFYING BATTLE

| | | |
|-----------|---|--------------|
| Hamilton | 5 | 3 Bottas |
| Perez | 1 | 7 Verstappen |
| Ricciardo | 3 | 5 Norris |
| Vettel | 4 | 4 Stroll |
| Alonso | 4 | 4 Ocon |
| Leclerc | 6 | 2 Sainz |
| Gasly | 8 | 0 Tsunoda |
| Raikkonen | 2 | 6 Giovinazzi |
| Mazepin | 1 | 7 Schumacher |
| Latifi | 0 | 8 Russell |

Scores ignore sessions if a driver didn't participate in qualifying or had a serious technical problem

WINS

| | | | | |
|------------|---|----------------|------------|---|
| Verstappen | 4 | POLE POSITIONS | Verstappen | 3 |
| Hamilton | 3 | | Hamilton | 2 |
| Perez | 1 | | Leclerc | 2 |
| | | | Bottas | 1 |

FASTEST LAPS

| | |
|------------|---|
| Hamilton | 3 |
| Verstappen | 3 |
| Bottas | 2 |

STARTING GRID

| | | | | | | | | | |
|------------------------------------|----------------------------------|----------------------------------|-----------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|------------------------------------|--------------------------------------|
| 10 Russell #63 1m04.671s | 9 Stroll #18 1m04.708s | 8 Alonso #14 1m04.574s | 7 Leclerc #16 1m04.472s | 6 Gasly #10 1m04.236s | 5 Bottas #77 1m04.035s | 4 Perez #11 1m04.168s | 3 Norris #4 1m04.120s | 2 Hamilton #44 1m04.067s | 1 Verstappen #33 1m03.841s |
|------------------------------------|----------------------------------|----------------------------------|-----------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|------------------------------------|--------------------------------------|

RACE RESULTS ROUND 8/23 (71 LAPS - 190.43 MILES)

| POS | DRIVER | TEAM | FINISHTIME | LED | TYRES |
|-----|---------------------------------|-----------------------|-----------------------|-----|------------|
| 1 | Max Verstappen (NLD) | Red Bull-Honda | 1h22m18.925s | 71 | Mu, Hn |
| 2 | Lewis Hamilton (GBR) | Mercedes | +35.743s | | Mu, Hn, Su |
| 3 | Valtteri Bottas (FIN) | Mercedes | +46.907s | | Mu, Hn |
| 4 | Sergio Perez (MEX) | Red Bull-Honda | +47.434s | | Su, Hn, Mn |
| 5 | Lando Norris (GBR) | McLaren-Mercedes | -1 lap/+5.356s | | Su, Hn |
| 6 | Carlos Sainz Jr (ESP) | Ferrari | -1 lap/+12.318s | | Mn, Hn |
| 7 | Charles Leclerc (MCO) | Ferrari | -1 lap/+24.832s | | Sn, Hn, Mn |
| 8 | Lance Stroll (CAN) | Aston Martin-Mercedes | -1 lap/+40.196s | | Su, Hn |
| 9 | Fernando Alonso (ESP) | Alpine-Renault | -1 lap/+41.174s | | Su, Hn |
| 10 | Yuki Tsunoda (JPN) | AlphaTauri-Honda | -1 lap/+41.849s | | Su, Hn |
| 11 | Kimi Raikkonen (FIN) | Alfa Romeo-Ferrari | -1 lap/+44.283s | | Hn, Mn |
| 12 | Sebastian Vettel (DEU) | Aston Martin-Mercedes | -1 lap/+49.285s | | Mn, Hn |
| 13 | Daniel Ricciardo (AUS) | McLaren-Mercedes | -1 lap/+50.581s | | Mn, Hn |
| 14 | Esteban Ocon (FRA) | Alpine-Renault | -1 lap/+52.034s | | Mn, Hn |
| 15 | Antonio Giovinazzi (ITA) | Alfa Romeo-Ferrari | -1 lap/+59.022s | | Mn, Hn |
| 16 | Mick Schumacher (DEU) | Haas-Ferrari | -2 laps/+42.936s | | Mn, Hn |
| 17 | Nicholas Latifi (CAN) | Williams-Mercedes | -3 laps/+3.505s | | Mn, Sn, Hn |
| 18 | Nikita Mazepin (RUS) | Haas-Ferrari | -3 laps/+11.894s | | Mn, Hn |
| R | George Russell (GBR) | Williams-Mercedes | 36laps-engine | | Mn, Hn |
| R | Pierre Gasly (FRA) | AlphaTauri-Honda | 1 lap-accident damage | | Sn |

FASTEST LAPS

| POS | DRIVER | TIME | GAP | LAP |
|-----|-------------------|-----------|---------|-----|
| 1 | Hamilton | 1m07.058s | - | 71 |
| 2 | Perez | 1m07.894s | +0.836s | 57 |
| 3 | Verstappen | 1m08.017s | +0.959s | 68 |
| 4 | Sainz | 1m08.609s | +1.551s | 64 |
| 5 | Bottas | 1m08.619s | +1.561s | 43 |
| 6 | Leclerc | 1m08.738s | +1.680s | 64 |
| 7 | Norris | 1m08.903s | +1.845s | 65 |
| 8 | Raikkonen | 1m09.128s | +2.070s | 57 |
| 9 | Ricciardo | 1m09.305s | +2.247s | 45 |
| 10 | Ocon | 1m09.576s | +2.518s | 70 |
| 11 | Tsunoda | 1m09.650s | +2.592s | 41 |
| 12 | Giovinazzi | 1m09.723s | +2.665s | 39 |
| 13 | Alonso | 1m09.749s | +2.691s | 61 |
| 14 | Stroll | 1m09.787s | +2.729s | 32 |
| 15 | Vettel | 1m09.821s | +2.763s | 64 |
| 16 | Schumacher | 1m10.005s | +2.947s | 57 |
| 17 | Latifi | 1m10.104s | +3.046s | 34 |
| 18 | Russell | 1m10.499s | +3.441s | 28 |
| 19 | Mazepin | 1m10.951s | +3.893s | 39 |
| 20 | Gasly | no time | - | - |

WEATHER Sunny then overcast, air 25-29C track 48-56C

WINNER'S AVERAGE SPEED 138.80mph FASTEST LAP AVERAGE SPEED 144.05mph

TYRES

KEY: H - Hard M - Medium S - Soft I - Intermediate W - Wet n - New set u - Used set



RACE BRIEFING

FP1

ROBERT KUBICA replaced **RAIKKONEN** at Alfa Romeo

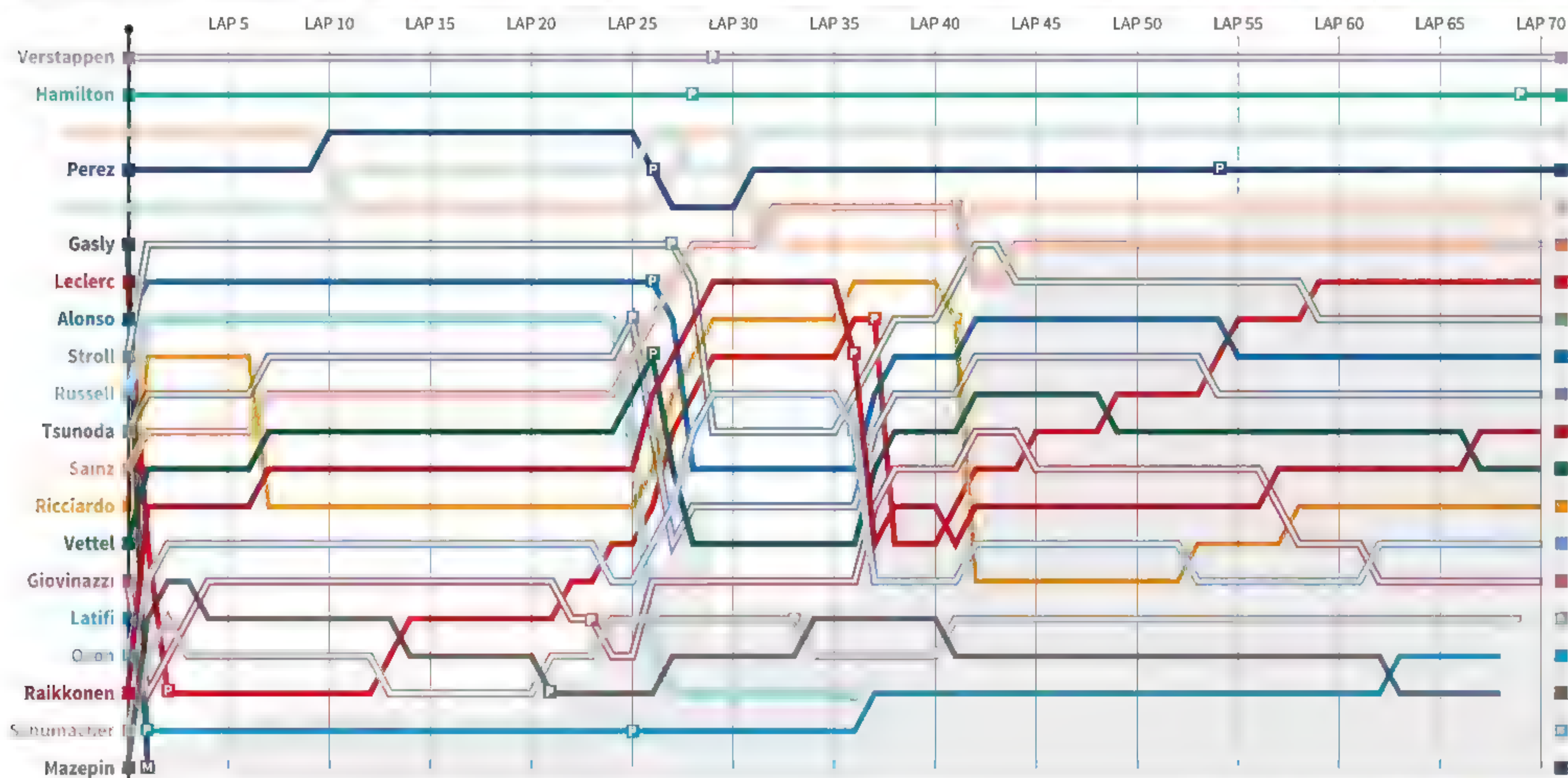
GRID PENALTIES

BOTTAS Three-place penalty and two licence points for dangerous driving in pitlane (spin)
TSUNODA Three-place penalty and one licence point for impeding Bottas in Q3

STAT
11

Honda engines have won
11 races in turbo-hybrid
era, one behind
Renault

LAP CHART What happened, when



P Pitstop C Crash M Mechanical failure S Spin + Penalty □ Car lapped Safety car

FULL MARKS WELL EARNED BY VERSTAPPEN AND NORRIS

The Red Bull driver was simply the class of the field, while McLaren's man starred in qualifying and capped off the weekend finishing 'best of the rest'

ALEX KALINAUCKAS

MERCEDES



Started 2nd — Result 2nd

8 Not much he could have done given Verstappen's race pace, although he nearly dropped his car in the Turn 4 gravel as he pushed trying to match the Red Bull's pre-pitstop times. He's marked down for his qualifying defeat to Bottas, overdriving after jumping the queue at end of Q3.



Started 5th — Result 3rd

7 Can't score higher because FP2 pitlane spin must go down as a major error, even if he was just trying a new launch technique. That undid his fine qualifying work and left him stuck behind Perez and Norris, dropping him out of the lead fight. Drove nicely on ageing hard tyres at the finish.

RED BULL



Started 4th — Result 4th

6 He's driving pretty well, but consistently fails to take the RB16B where Verstappen shows it can reach in qualifying, where Norris beat him. In the race, falling back behind Norris on lap one was costly, even if he was blameless for the slow stop letting Bottas past.



Started 1st — Result 1st

10 Keeps the maximum despite not going quicker on his second run in Q3, which was a result of his tyres cooling as he ran slowly at the rear of the queue. In the race he was just in complete control – fast and kind on his tyres, and adapted to brake pedal problem that struck twice.

McLAREN



Started 13th Result 13th

6 Sudden power loss on lap seven, rectified by changing steering wheel settings, undid his excellent start, and he was trapped in dirty air in various DRS trains thereafter. Q2 exit due to a pace loss he couldn't explain when his team-mate qualified fourth brings down his score.



Started 3rd — Result 5th

10 Earning the maximum despite finishing two spots behind where he started might seem odd. But the results don't reflect how impressive it was to beat a Red Bull in qualifying, then defy it for nine laps, before opting not to waste any more time fighting much faster cars.

ASTON MARTIN



Started 14th—Result 12th

6 Couldn't find his rhythm in qualifying and felt that was behind his Q2 exit when his team-mate made Q3. This contributes to the difference in their scores, but also didn't make much progress in the race before a pair of tyre-torturing mistakes defending against Leclerc.



Started 9th — Result 8th

9 Beat a faster McLaren and Ferrari in qualifying as he reached Q3, then put in a very handy race drive. Did not shy away from getting stuck in with Alonso on lap one. From there was unruffled in sixth, until the Ferraris swept past with superior pace and fresher tyres late on.

ALPINE



Started 8th — Result 9th

8 A good weekend's work, featuring another Q3 appearance. Was in the action from the off with Leclerc and Gasly, and got stuck behind the Ferrari further around lap one, which meant Stroll got past. From there he chased the Aston, and was ultimately beaten by resurgent Ferraris too.



Started 17th—Result 14th

4 Score is largely down to where his team mate showed the car could reach, as Ocon was knocked out in Q1 when Alonso made Q3. In the race made little progress, despite being generally happy with his A521's balance. Just lacked the pace to gain any real ground in the DRS trains and blue flags.

FERRARI



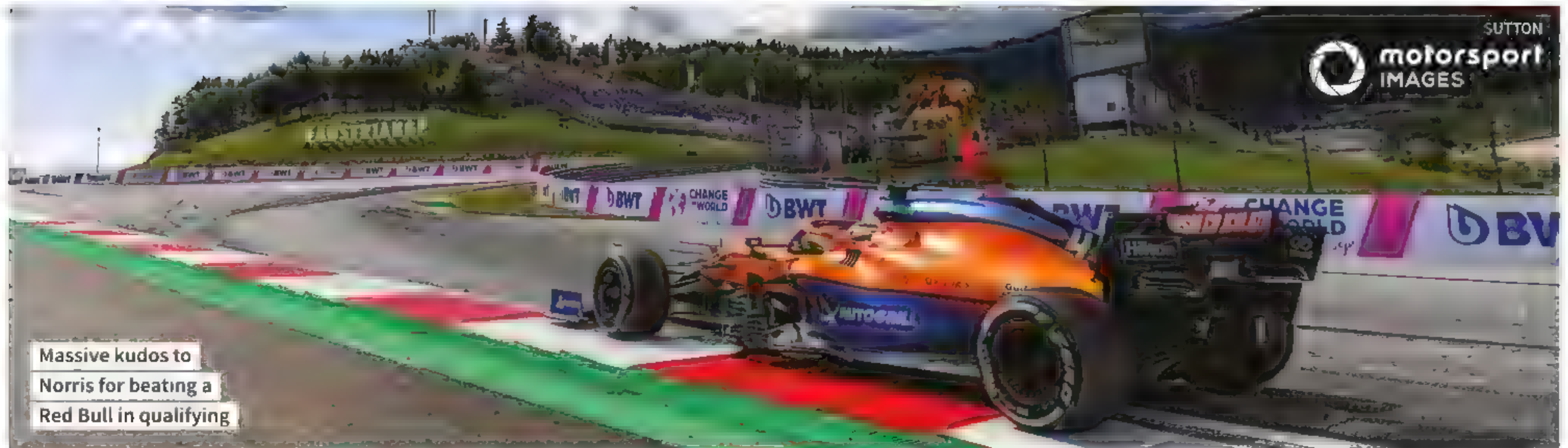
Started 7th — Result 7th

7 From lap two, his race drive deserved a maximum. He put in pass after pass, with particularly bold repeat moves around the outside of Turn 4, to rise from 18th to seventh and show strong pace. But his front-wing-damaging clash with Gasly must go down as a major error.



Started 12th — Result 6th

8 An excellent race performance, with his score marked down for being knocked out in Q2. Was kept out until lap 41 before switching medium tyres for hards, showing strong pace and overcutting ahead of Alonso. Then neatly passed Stroll before being lapped and trapped behind Hamilton.



ALPHATAURI



Started 6th — Result R

8 Difference between his score and Russell's is that we've only really got qualifying to go on. Race was over by Turn 3 after again qualifying strongly, as Leclerc's misjudgement cost him dearly. Couldn't really avoid Giovinazzi and Latifi swamping his car, then did well to get it back to the pits.



Started 11th — Result 10th

7 Can't score higher because of a major error, even if AlphaTauri must share some blame for him impeding Bottas on the first runs in Q3. In the race he tracked Russell early on and chased Alonso hard in a DRS train, then defended nicely against Leclerc before the Ferrari powered past.

ALFA ROMEO



Started 18th — Result 11th

7 Lack of speed in qualifying, again, hurts his score as he was knocked out in Q1. Ended up gaining massively by picking his way through the lap one incident well, and then used the overcut from an extended opening stint on hard tyres to gain further. Passed his team-mate and Vettel after his stop.



Started 15th — Result 15th

7 Result is not terrible considering lap one misfortune, which followed latest Q1 escape that boosts score. Stopped early in a bid to gain ground with an undercut, going from medium tyres to hards. Worked at first, but overcome by Raikkonen, Ricciardo and Ocon as his hards wore out.

HAAS



Started 20th — Result 18th

5 Made ground as he surfed the action at Turn 3 after losing out to his team-mate in qualifying again. Was the earliest car to stop (other than those with damage), which gave him a long time working to keep the hards alive while dealing with blue flags. Was pleased not to make any mistakes.



Started 19th — Result 16th

7 Fell behind Mazepin on lap one behind Turn 3 chaos. Chased until Mazepin stopped, missing the chance to get ahead with a lock-up at Turn 4 as they scrapped on lap 20. Running deeper overcut him ahead, then showed such strong pace late on that his team boss couldn't explain it.

WILLIAMS



Started 16th — Result 17th

6 Score reflects not getting his car where his team-mate showed it could reach – particularly with his latest Q1 exit – but was blameless for lap-one puncture. Once a lap down, he was in a battle not to lose too much time while keeping his tyre temperatures up as the leaders came by.



Started 10th — Result R

9 Almost impossible to score given we'll never know how his race would have turned out. But given his 11th in qualifying was outstanding, as were his 24 laps running solidly in eighth as the pneumatic pressure issue manifested itself on his engine, we'll rate him highly.

TOP 10 AVERAGE RATINGS



Safari bites hard as unlucky Neuville loses out to Ogier

A superb performance from Thierry Neuville was undone by a late Hyundai failure on a gruelling event, helping the Toyota star to extend his points lead

TOM HOWARD



STAT

52

Ogier's first Safari
success was his 52nd
WRC victory



The Safari Rally is one of motorsport's toughest adventures, conjuring up images of rallying's greatest being tested to their limit in Kenya's beautiful but harsh terrain. While the event's long-awaited return to the World Rally

Championship after 19 years wasn't the 1000km marathon of the past on open roads, this shorter 2021 revamp was just as extreme, brutal and rewarding, as Sebastian Ogier will attest. The seven-time champion survived all Kenya could throw at him to etch his name among the greats to have conquered the Safari.

"It was a relief after such a crazy weekend," said Ogier, who produced an incredible comeback to extend his championship lead. "I think everyone predicted a bit of an entertaining weekend and it definitely delivered, so many things happened."

The Toyota driver's words couldn't be more accurate. This was an event packed with drama, brushes with Kenya's famous wildlife, heartbreak, joy and finally relief. A rally where drivers were prevented from engaging maximum attack for the entire contest as speed was traded for preservation to complete 18 of the toughest stages the WRC can muster. Only five WRC crews completed the full distance.

For the third consecutive rally, a recurring theme was ever-present. Hyundai dominated the opening two days as Thierry Neuville produced a blend of mesmerising speed and risk-taking, avoiding run-ins with zebras and a giraffe, to open up a commanding lead, while Ogier dropped two and a half minutes due to damaged rear suspension on his Toyota.

As was the case in Portugal and Italy, when Hyundai is leading and appears in control, drama strikes in the form of fragile rear suspension. This time, Neuville was robbed of a likely victory, while a recovering Ogier persevered to sweep up the spoils. It was another moment of despair for Hyundai as its championship hopes continued to wilt.

COVID-19 postponed the Safari's return by a year, but the delay only increased Kenya's fervour, and the rally became the championship's first long-haul event since the pandemic hit. Any question marks surrounding the WRC's decision to return to Africa for the first time since 2002 were answered as soon as the action began last Thursday. Make no mistake, the Safari Rally is a big deal in Kenya, and fans lined the streets just to catch a glimpse of the cars on their way to stages. A bumper crowd at the two-by-two Super Special opener in Nairobi was particularly vocal with its cheers, proving the love for the WRC is strong in these parts, and perhaps a 19-year hiatus was indeed far too long.

Ogier claimed the Super Special, but it would be his only stage win until Saturday, such was Hyundai's dominance on the tricky gravel and treacherous sandy roads. Neuville impressed from the outset, winning the first stage as the rally proper began on Friday, a day that would outline exactly how hard the Safari can bite.

Oliver Solberg, making his WRC debut on gravel, was the first to find out. The son of 2003 WRC champion Petter made heavy contact with a bank and damaged his Hyundai. The impact would >>





prove to be terminal as his i20 had suffered chassis damage and, despite some on-the-road repairs, his one-off drive ended prematurely. "Today we learned that it's not just the lions that bite at the Safari Rally, it's the stages too," said Solberg.

He was soon joined by two of the WRC's top guns when the infamous 18-mile Kedong stage provided plenty of drama. Title contender Elfyn Evans cut a corner a tad too much and clipped a rock, taking out his Toyota's front-right suspension less than a kilometre from the finish. Moments later, Hyundai's Dani Sordo hit a rock, which broke a suspension arm, resulting in the Spaniard firing wildly off the road and into a ditch. Both drivers would return to action on Saturday under restart rules.

Ogier also hit trouble, overshooting a corner before damaging his rear suspension, which proved costly. He would lose almost two and a half minutes by the end of the day.

The only problems troubling Neuville were of the wildlife variety – he came close to a giraffe on his way to an impressive stage win. "The pacenotes were spot-on and I was able to go fast. The only thing which were not in my notes were the giraffes. I was a bit scared that it was going to cross just when we arrived, but at the end it went well and the picture looks nice," said a concerned Neuville, given that the WRC cars were running in European specification as teams elected not to fit bullbars to save costs.



Local wildlife provided extra obstacles but also some impressive sights



Tanak salvaged third on a trying weekend for the Hyundai squad

“The pacenotes were spot-on. The only thing not in my notes were the giraffes”

Kalle Rovanpera, whose father Harri finished runner-up to Colin McRae at the last WRC Safari Rally in 2002, took up Toyota's charge and briefly claimed the rally lead in the afternoon, before handing a 10-second advantage back to Neuville ahead of the day's chaotic final stage. Neuville suffered a left-rear-tyre delamination, a front-right off the rim and an engine issue, dropping almost 40s to his rivals. Third-placed Ott Tänak looked to take advantage of his team-mate's plight, but he too suffered a tyre failure (the front left) and lost 54.9s. It appeared that Rovanpera, running second, would therefore scoop up a healthy lead, but less than a kilometre into the stage he became bogged in Kenya's infamous fesh fesh sand, suspending action while he was towed out of danger. The Finn would return on Saturday.

After all that, Neuville headed into Saturday with a healthy 18.8s lead over Toyota's Takamoto Katsuta, who started the rally week battling food poisoning. Tänak was third, while Ogier, recovering from his suspension issues, was 1m49s adrift in fourth. M-Sport Ford pair Gus Greensmith and Adrien Fourmaux avoided danger and remained in the hunt, despite the majority of their squad watching from the UK due to COVID-19 travel restrictions.

Neuville extended his rally lead significantly on Saturday morning, claiming a fourth stage win to end the loop of stages with a 28.1s buffer to Katsuta. After Friday's carnage, Saturday was much more serene by Safari standards, although the wildlife was out in force to keep the crews on their toes. “I tried to drive clean,” said Ogier, who scored two stage wins as he began to reel in Katsuta and Tänak. “I had to brake a lot for zebra and gazelle.”

Katsuta also put some of his time loss down to the four-legged hazards: “I lost quite a lot of time to zebras, but it was nice to see them on the stage. It's a good safari park.”

Despite having to jump on the anchors to avoid a zebra for the second time, Neuville continued to extend his lead in the afternoon. But just as the crews had started to get comfortable, Kenya >>

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pitched a curveball in the form of a rain storm that hit the leading contenders through the day's final stage.

Neuville threw caution to the wind, determined not to lose his rally lead, while the rain caused havoc for Tanak. A broken heated windscreen, only on his side, left him driving blind, so he pulled over and cleared it manually, losing a minute in the process.

Meanwhile, Katsuta haemorrhaged time during a stage he described as "very scary", but managed to cling onto second overall, albeit 57.4s behind Neuville, who feared he'd lost his lead given that his rivals had better conditions. The Belgian's ballsy drive paid off; he extended his lead, while Ogier leapfrogged Tanak to third and closed in on Katsuta. M-Sport duo Greensmith and Fourmaux escaped relatively unscathed and continued their strong showing.

"I was determined to keep driving as fast as I could, even in the four or five sections where there was a heavy downpour," said a relieved Neuville. "Keeping the car on the road wasn't

"At the end never giving up always works in rallying, and more so here in Africa"

easy, but we managed it."

With just five stages remaining, Neuville seemed on course to score his first win since last year's Monte Carlo Rally, but Hyundai's worst nightmare returned on Sunday's first stage. In a matter of seconds, the rally he had led from stage two was over. A right-rear damper exploded mid-stage, forcing Neuville to limp to the end before retiring. A sickening blow for Hyundai yet again.

That left Katsuta, who has been the surprise package of the season, leading a rally for the first time in his WRC career and on course for a maiden podium, although a hard/soft tyre mix going up against a soft-shod Ogier in damp, humid conditions was to prove no match. Ogier quickly clawed back time, taking the outright lead with only the powerstage remaining. Once again he'd outlined his ability to survive, push at the right time, and his resilience to fight back from a deficit and poor road position.

The Frenchman was relieved to just finish the final stage, and was unconcerned by the bonus powerstage points on offer as he clinched what was an unthinkable win after Friday's troubles, and celebrated Safari-style accompanied by a group of Kenya's Maasai warriors. Kenya's president Uhuru Kenyatta was on hand to present the trophies, before pledging that the Safari would



remain on the WRC calendar until 2026.

"I was not thinking I would be stepping on the podium and winning this rally, but at the end never giving up always works in rallying, and more so here in Africa," said Ogier.

Katsuta completed the best drive of his WRC career to finish second, 21.8s adrift of Ogier, score a landmark first podium and secure another Toyota 1-2. Tanak was third, salvaging silverware and the full powerstage points for Hyundai.

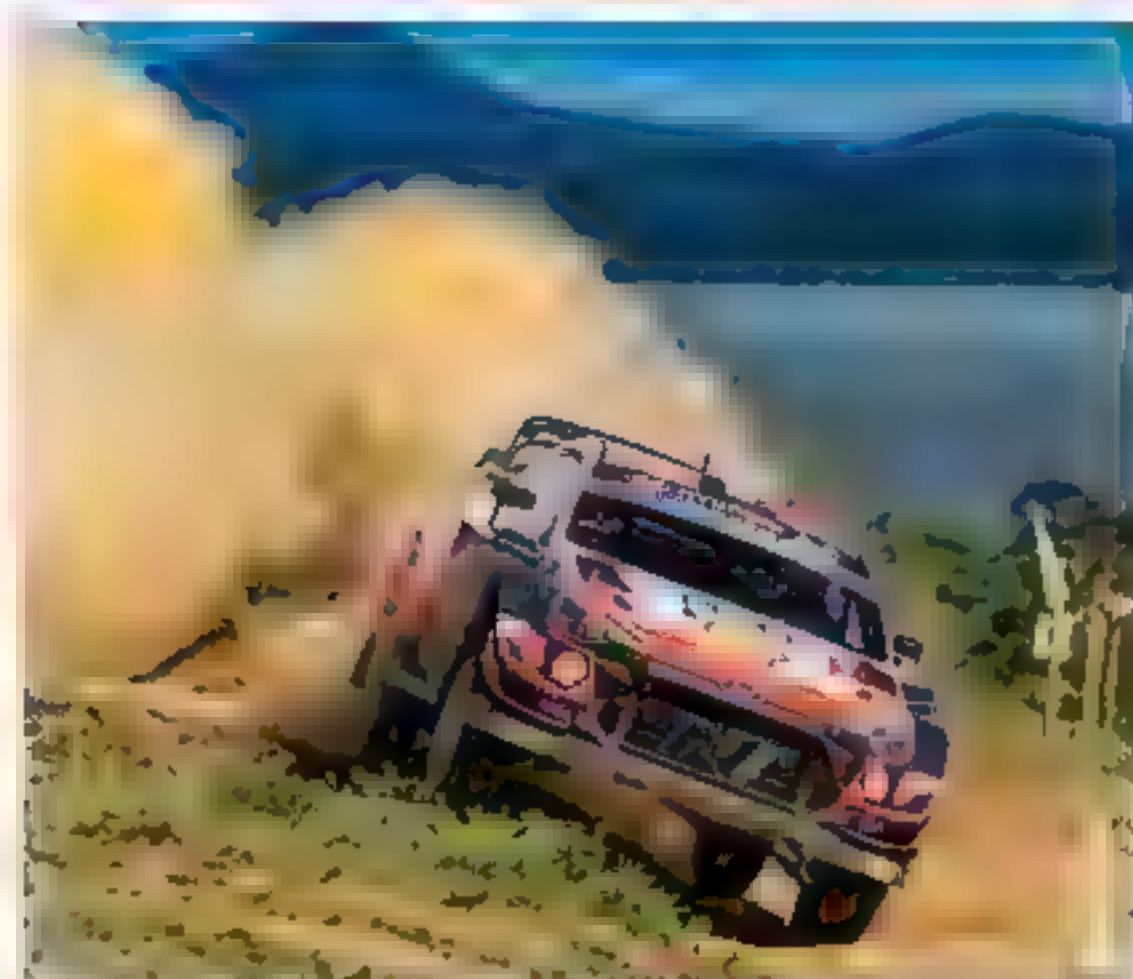
"I'm very happy and it is quite a special feeling because it has been a tough weekend," said Katsuta. "In the beginning of the week I had food poisoning and I have been quite sick and it was so difficult to do the recce, but now we are here. Our physio and the guys fixed me so in the rally I didn't have any problems."

M-Sport's sensible Safari approach paid off with its best team result of the season, with Greensmith fourth and Fourmaux fifth. Rising French star Fourmaux landed a milestone moment by scoring his maiden stage win on the final day, highlighting his potential. His only blemish was a shortcut during Sunday's opener that yielded a 10s post-event penalty, dropping him from fourth to fifth.

Such was the rate of attrition on this event that Kenya's Onkar Rai claimed the WRC3 support class by finishing seventh overall. ✱



HYUNDAI BOSS VOWS TO FIND ANSWERS



While the Safari Rally's return to the World Rally Championship received a firm thumbs-up from drivers, fans and especially the locals given the turnout, Hyundai Motorsport boss Andrea Adamo was perhaps the unhappiest man in Nairobi.

Having witnessed a likely win slip from Hyundai's grasp for the third event in a row due to suspension failure, Adamo has vowed to find a solution for his team's "unacceptable" reliability.

Suspension frailties have proved costly for the team this year. Thierry Neuville (above) was the victim this time while leading comfortably in Kenya, following on from Ott Tanak, who retired from healthy leads in the previous rallies in Portugal and Italy.

Adamo has confirmed that the Hyundai i20 WRCs are using tried and tested suspension components but, after the third failure in a row, he admitted his team is "doing something wrong". "We cannot be happy," he added. "This is the third rally in a row in which we have had problems, so it cannot be considered bad luck. There are no excuses, it simply should not happen. We have to understand what is going on.

"We have the same parts as we used last year, in events such as Turkey and Sardinia; we have improved the performance, but we are lacking in reliability, and we need to understand why. It's unacceptable. Without panic we have to understand what we are doing wrong. We need to find solutions."

Neuville had every right to be angry, but is calmly standing by the Hyundai team and hopeful a fix will emerge. "Unfortunately it is a big disappointment, not only for me but the whole team," said Neuville, who is 56 points adrift of championship leader Ogier at the season's halfway point.

"It is a tough time as a team, standing together after three rallies in a row retiring from the lead with suspension damage. It is difficult but I have to stay with the team. We are all fighting hard and we definitely are going to try and find some solution to that problem and fight harder towards the end of the year."

RESULTS ROUND 6/12, SAFARI RALLY (KEN), 24-27 JUNE

| POS | DRIVER / CO-DRIVER | TEAM / CAR | TIME |
|-----|--|---|-------------|
| 1 | Sebastien Ogier (FRA)/ Julien Ingrassia (FRA) | Toyota Gazoo Racing WRT / Toyota Yaris WRC | 3h18m11.3s |
| 2 | Takamoto Katsuta (JPN)/ Daniel Barritt (GBR) | Toyota Gazoo Racing WRT / Toyota Yaris WRC | +21.8s |
| 3 | Ott Tanak (EST)/ Martin Jarveoja (EST) | Hyundai Shell Mobis WRT / Hyundai i20 Coupe WRC | +1m09.5s |
| 4 | Gus Greensmith (GBR)/ Chris Patterson (GBR) | M-Sport Ford WRT / Ford Fiesta WRC | +1m54.6s |
| 5 | Adrien Fourmaux (FRA)/ Renaud Jamoul (BEL) | M-Sport Ford WRT / Ford Fiesta WRC | +1m54.7s |
| 6 | Kalle Rovanpera (FIN)/ Jonne Halttunen (FIN) | Toyota Gazoo Racing WRT / Toyota Yaris WRC | +10m53.4s |
| 7 | Onkar Rai (KEN)/ Drew Sturrock (GBR) | Volkswagen Polo GTI R5 | +29m26.4s |
| 8 | Karan Patel (KEN)/ Tauseef Khan (KEN) | Ford Fiesta R5 | +33m30.4s |
| 9 | Carl Tundo (KEN)/ Tim Jessop (KEN) | Volkswagen Polo GTI R5 | +36m40.7s |
| 10 | Elfyn Evans (GBR)/ Scott Martin (GBR) | Toyota Gazoo Racing WRT / Toyota Yaris WRC | +49m22.7s |
| 11 | Lorenzo Bertelli (ITA)/ Simone Scattolin (ITA) | M-Sport Ford WRT / Ford Fiesta WRC | +50m17.0s |
| 12 | Dani Sordo (ESP)/ Borja Rozada (ESP) | Hyundai Shell Mobis WRT / Hyundai i20 Coupe WRC | +1h03m19.5s |

NOTES

| | | | |
|---|--|---|----------------------|
| R | Thierry Neuville (BEL)/ Martijn Wydaeghe (BEL) | Hyundai Shell Mobis WRT / Hyundai i20 Coupe WRC | SS15-rear suspension |
| R | Oliver Solberg (SWE)/ Aaron Johnston (GBR) | Hyundai 2C Competition / Hyundai i20 Coupe WRC | SS5-accident damage |

STAGE TIMES

| STAGE | FASTEST | LEADER | SECOND |
|--|----------------------------|--------------------------|------------------|
| SS1 Super Special Kasarani (3.01 miles) | Ogier 3m21.5s | Ogier | Rovanpera +0.3s |
| SS2 Chui Lodge 1 (8.29 miles) | Neuville 9m47.7s | Neuville | Rovanpera +0.9s |
| SS3 Kedong 1 (20.31 miles) | Neuville 16m52.3s | Neuville | Rovanpera +8.2s |
| SS4 Oserian 1 (11.73 miles) | Rovanpera 12m39.3s | Neuville | Rovanpera +5.1s |
| SS5 Chui Lodge 2 (8.29 miles) | Rovanpera 9m59.9s | Rovanpera | Neuville +1.2s |
| SS6 Kedong 2 (20.31 miles) | Neuville 16m52.1s | Neuville | Rovanpera +10.0s |
| SS7 Oserian 2 (11.73 miles) | Ogier and Katsuta 12m52.1s | Neuville | Katsuta +18.8s |
| SS8 Elmenteita 1 (9.12 miles) | Neuville 9m01.4s | Neuville | Katsuta +26.3s |
| SS9 Soysambu 1 (12.63 miles) | Ogier 14m11.9s | Neuville | Katsuta +28.9s |
| SS10 Sleeping Warrior 1 (19.29 miles) | Ogier 17m26.6s | Neuville | Katsuta +28.1s |
| SS11 Elmenteita 2 (9.12 miles) | Ogier 8m47.5s | Neuville | Katsuta +32.5s |
| SS12 Soysambu 2 (12.63 miles) | Tanak 13m52.7s | Neuville | Katsuta +35.0s |
| SS13 Sleeping Warrior 2 (19.29 miles) | Sordo 17m25.0s | Neuville | Katsuta +57.4s |
| SS14 Loldia 1 (7.04 miles) | Ogier 7m37.1s | Neuville | Katsuta +11.7s |
| SS15 Hell's Gate 1 (3.50 miles) | Evans 3m14.3s | Katsuta | Ogier +0.8s |
| SS16 Malewa (6.03 miles) | Fourmaux 7m01.1s | Ogier and Katsuta | (+0.0s) |
| SS17 Loldia 2 (7.04 miles) | Ogier 7m35.0s | Ogier | Katsuta +8.3s |
| SS18 Hell's Gate 2 (powerstage) (6.56 miles) | Tanak 6m06.4s | Ogier | Katsuta +21.8s |

DRIVERS' CHAMPIONSHIP 1 Ogier 133; 2 Evans 99; 3 Neuville 77; 4 Tanak 69; 5 Katsuta 66; 6 Rovanpera 56; 7 Greensmith 34; 8 Sordo 31; 9 Fourmaux 30; 10 Breen 24.

MANUFACTURERS' CHAMPIONSHIP 1 Toyota Gazoo Racing WRT 273; 2 Hyundai Shell Mobis WRT 214; 3 M-Sport Ford WRT 109; 4 Hyundai 2C Competition 28.



NEXT EVENT

RALLY ESTONIA 22 JULY ISSUE

Can anyone do anything to stop Ogier marching towards his eighth world title?


Ingram makes his move on Oliphant at Paddock on the final lap



Attack of the underdogs as BTCC hits Brands

Tom Oliphant was only just denied a double by Tom Ingram, and Dan Rowbottom scored a pole position. But it's still an Ingram-versus-Ash Sutton title battle

MARCUS SIMMONS

PHOTOGRAPHY JEP  motorsport
IMAGES

On last weekend's Safari Rally, the Hyundai crews were among those having to watch out for the elephants; at the concurrent Brands Hatch British Touring Car Championship round, the top Hyundai driver had to work his way past an Oliphant. The absence of a BTCC title under his belt notwithstanding, Tom Ingram is renowned for having the tusks of an absolute top-liner. But what was impressive was that Tom Oliphant packed into his trunk the best weekend of his career, a superbly judged win, and 50 out of 51 laps led across the first two races.

The missing 51st of those laps was the culmination of an utterly superb second race of the day, in which Ingram, on form again with the Excelr8 Motorsport Hyundai i30 N, dived down the inside of Oliphant's West Surrey Racing-run BMW 330i M

Sport on the final lap at Paddock Hill Bend. Contact was made, there was some tandem drifting that would appeal to earringed youths with noisy exhausts and banging stereos, and Ingram had the inside line for the following Druids hairpin. Job done.

This was a weekend that had no clear narrative, no building to a climax, the three races seeming to take place in complete isolation from each other. It was Oliphant who claimed the highest points score with 38, from Ash Sutton on 36 and Ingram with 35. Stalemate among many of the leading contenders, but not Oliphant's celebrated team-mate Colin Turkington: the lesser-fancied of the BMW men's achievements look even better when you consider the four-time champion's score of a measly two points from the day.

Oliphant had what can be described as a breakthrough on Sunday: his first non-

reversed-grid BTCC win in the first race; a close third (after Ingram passed him, he was pipped to the line for second by Sutton) with 75kg of success ballast aboard the BMW in the second. "I feel it's the best I've driven so far, and I'm taking a great deal of pride at the fact that I'm racing against the world's best and establishing myself, so that when I'm at the front I can convert it into a win," he beamed. Yet the breakout hero of the previous day had been the guy you might regard as his opposite number at the Team Dynamics Honda squad, and with whose path he converged controversially in that second race on Sunday: Dan Rowbottom.

The bearded Midlander may look a little like David Brent, but by contrast he's a humble, softly spoken chap, who was absolutely ragging that Civic Type R on his way to pole position. Yes, Rowbottom was carrying no success weight, but three-time



First-race winner with the future Mrs Oliphant. They only got engaged this month!



Rowbottom beat team-mate Shedden to take pole position

champion Gordon Shedden was hardly laden either on 9kg, yet it was the team newboy who edged the returning superstar by 0.005 seconds for his maiden BTCC pole. Rowbottom's Civic looked truly alive through the left-right of Surtees and McLaren, kicking up the dirt on the second apex; Shedden's less so. "To be honest it felt scrappy," admitted the poleman, "but when they said purple-purple, I knew we'd put the lap together. The guys have made it really easy. Gordon is fantastic, and the things I'm not doing right he points out." Shedden also used the word "scrappy" regarding the difficulty of finding a clear lap, and admitted that "a little bit of a problem for me is trying to turn the thing on over one lap".

Although the Honda runs came relatively late in the session, there was a theory that the track was actually quicker earlier on. "We decided to wait quite a long time for our last run, and I think that was a mistake," opined Jake Hill, who'd been sitting on pole before that late Civic charge, despite his Motorbase-run MB Motorsport Ford Focus transporting 39kg of ballast around the Indy Circuit. "I think the track was slightly faster at the beginning, even though the Hondas went faster later on." The performance was a massive turnaround from free practice, where the Ford squadron languished on lap times and, unusually, almost at the bottom of the speed traps. Oversteer at Clearways had been causing that, so a set-up rethink was required and Hill was grateful to

"I'm taking a lot of pride at the fact that I'm racing against the world's best and establishing myself"

the team for "working their socks off".

Oliphant set no fewer than five laps good enough for fourth on the grid in his unballasted BMW, and that boded well for him in the races. So it proved. The BMW burst through to lead the front-wheel-drive cars that had qualified ahead into Paddock, and from laps three to 22 of the 24, it was never out of the 49.0-49.3s bracket. But there was a faster car closing in...

The start had gone a bit pear-shaped for Dynamics. Rowbottom was "just trying to be clever to minimise wheelspin, but I tried a bit too hard!", and was seventh by the end of the opening lap. Shedden, meanwhile, lost a position not only to Oliphant's BMW, but also the similarly rear-driven Laser Tools Racing Infiniti Q50 of fellow Scot Aiden Moffat, who had really stepped up to bag fifth on the grid. In Shedden's bid to keep the Infiniti behind, he conceded another place to Ingram's Hyundai, which had qualified an impressive sixth with 66kg of ballast.

Ingram then reported "I was Sheddened" >>

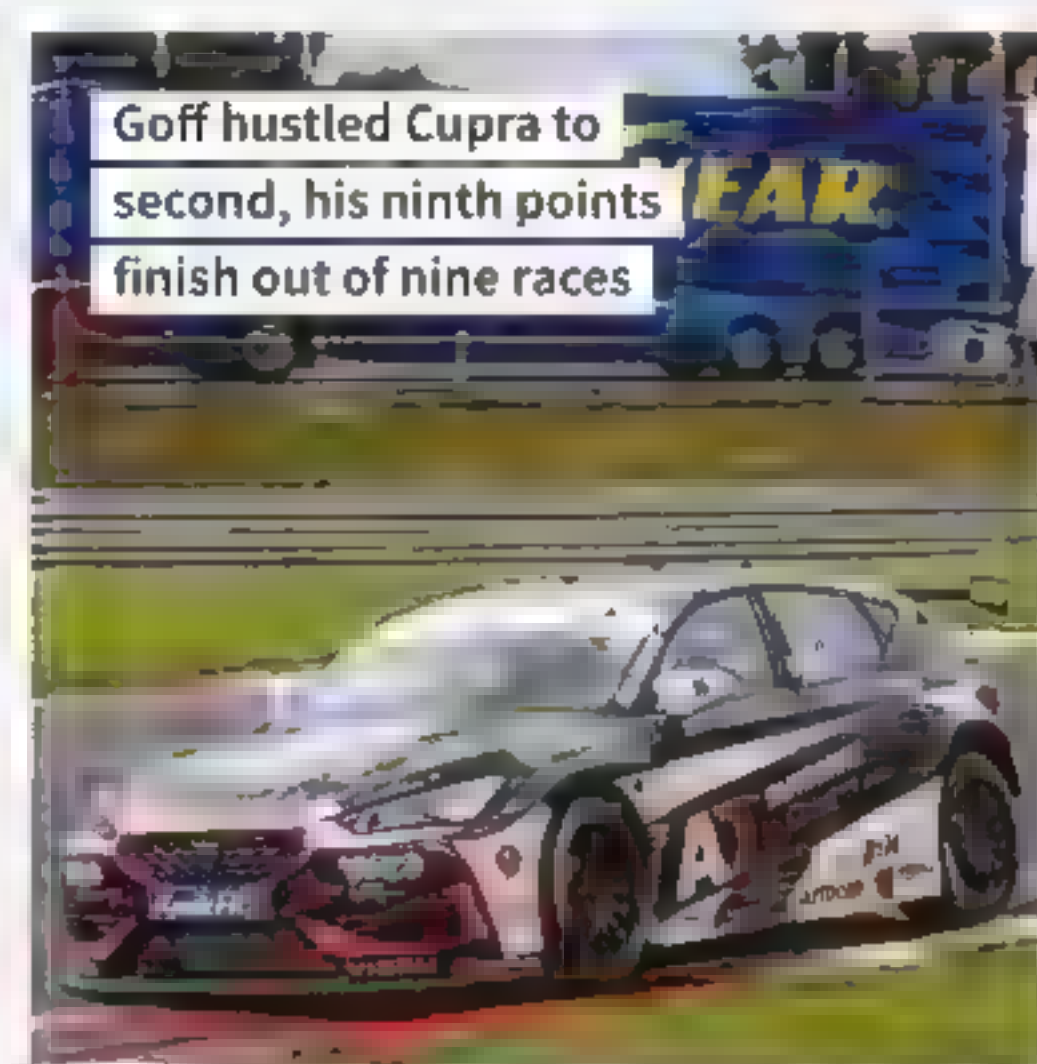
BMW NEWCOMER MAKES IT A 'GUTEN MORGAN'

From early-weekend setbacks, reversed-grid BTCC wins are frequently made. Adam Morgan and Ciceley Motorsport had their BMW 330i M Sport nicely hooked up in free practice, where the Lancastrian outpaced all the similar WSR machines, but a track-limits offence converted what should have been 10th on the grid to a demoralising 21st. To make matters worse, a misunderstanding had led to a clash at Clearways that spun around the sister car of Tom Chilton. "We don't want to talk about that!" he grimaced.

From there, Morgan picked his way through to 12th in race two, and Tom Ingram's drawing of '12' for the reversed grid set him up perfectly. The rear-wheel drive propelled Morgan away, and he kept things under control to add a BMW victory to the eight he achieved with Ciceley's old Mercedes. "It's been a tough weekend, and I was so grateful to have fresh air," smiled Morgan. "We had pace for P10 in qualifying, and I didn't realise I'd gone wide. Normally when you do, you have an inkling, and that made life very difficult."

Morgan was joined by two more delighted podium finishers: second-placed Jack Goff and third man Aiden Moffat. For Moffat, that was the culmination of his most competitive weekend in the Laser Tools Racing Infiniti Q50; for Goff, it was a reversed-grid result that's been brewing with the new-build Team Hard Cupra Leon. Apart from Ash Sutton, Goff is the only driver to have scored points in all nine races to date this season. That's a superb record from a quality driver.

Moffat was nearly pipped at the line by Jason Plato, whose weekend in the Power Maxed Racing Vauxhall Astra went south when the power steering played up in qualifying: "On the brakes into Graham Hill Bend I couldn't turn, and I did a 48.5s without it working. I know we should have done a 48.3s, maybe a high 48.2s, and that's a different weekend."



Goff hustled Cupra to second, his ninth points finish out of nine races

A black and white photograph of a Formula 1 car, likely a Mercedes-AMG Petronas F1 Team car, with the name 'RICHARD MILLE' visible on the side. The car is in motion, with a blurred background of spectators and other cars.

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Title fighters Sutton and Ingram, with Hill between them in opening race

at Clearways. The contact allowed the Honda back up to third, dropped the Hyundai to sixth, and earned Shedden a reprimand. Now 'Flash', with Sutton's Infiniti (on the maximum 75kg of ballast) behind him, was homing in on Moffat. On the fifth lap, Shedden got a small overlap on the inside of Moffat exiting Paddock, as Sutton simultaneously tried an outside pass. Moffat pulled over to defend, and there was slight contact with the Honda. As they reached Druids, there was further contact and Shedden was through.

The gap to Oliphant was almost four seconds, but from half-distance Shedden brought it down, setting fastest lap as he did so. It seemed that Oliphant had enough in

hand, and even a minor delay lapping the incident-delayed Hyundai of Rick Parfitt Jr at Surtees on the final lap couldn't deny him. "The top three were on an upslope or level, and I knew I was on a downslope," said Oliphant of the start. "And the weather's been iffy and cold, so I knew I'd have more grip. They all drifted right [to the inside] and I took the opportunity to go around the outside. Then I just absolutely attacked for a few laps. I allowed Gordon to eat into it, but I wanted to have the tyres left in case there was a safety car."

"The car felt really good — we just lost track position early on," said Shedden. "It took three or four laps to manoeuvre my way past Aiden, and I just left

myself with too much to do."

Rowbottom, meanwhile, could feel proud for picking his way through a war between Hill, Ingram and the Infinitis to move up to third. By the time he'd done that, the best of his tyres was gone, so it was a case of consolidating third, and a maiden podium.

Now Rowbottom had 57kg of ballast on his Honda for race two, with Oliphant's BMW on 75kg. This time it was Shedden who was slow away, and a knock from Hill, who had won that heavy-ballast war for fourth in the opener into Paddock, sent the Honda into a half-spin. Somehow Shedden got it pointing in the right direction, but was now down in 13th.

As they started the second lap, Stephen Jelley in his WSR BMW had a run on Shedden, who moved over to defend on the run to Paddock. That forced Jelley onto the grass and, out of control, the BMW bounced across the track, ushering Shedden into the gravel. While the Honda rejoined the track at the back of the field, now very much out of contention for the day, Jelley hit the barriers, and the safety car was called out.

"Hill took me off at Turn 1, which was a bit naughty really," grumbled Shedden. "And then Jelley... I don't know. He was on the grass into Turn 1 and then that was that. Game over really." For his part, Jelley explained: "Initially he moved up the circuit so I went for the gap, and he's moved back across when he's realised I've gone for the move. He left me with no option." Neither Hill nor Jelley received any reprimand.

Oliphant did though. You could actually feel a little sorry for him, for an enormous >>

TURKINGTON SUFFERS A DISASTROUS WEEKEND

Brands Hatch was a simply disastrous weekend for four-time BTCC champion Colin Turkington. From winning last time out at Snetterton, in Kent he took just one points-scoring finish in his West Surrey Racing BMW 330i M Sport: 14th in the finale.

The Northern Irishman carried 57kg of success ballast into the event, and was philosophical that 14th in qualifying was a realistic result. But, while team-mate Tom Oliphant starred, Turkington made little progress in the opener before being spun around by Sam Osborne, dropping him to an eventual 20th once Osborne was penalised behind him. With the ballast off for race two, he

laboured to 17th, then picked up 14th in race two by passing Oliphant after Jake Hill, on a mission from the back after his second-race puncture, forced the sister BMW wide.

"It was one of the most difficult BTCC weekends I can remember," sighed Turkington. "We were on the back foot from Saturday with the weight, and we were chasing the balance in race one and two. It was at its best in race three. With Brands Indy, unless you're significantly quicker than the guy in front, it's very hard to get past. And normally you have an option tyre here, so you can go on the soft and make some progress. But it was very difficult for me,



Glum faces for Turkington and engineer John Waterman. It was a weekend of struggle

even with the weight out."

Oliphant said that the BMW handled well in fresh air, but struggled in the pack, and Turkington added: "When you're

stuck in the middle of the pack it's much harder, but it's hard to pinpoint where we went wrong. At least the points were well spread among a lot of people."



Morgan found the limit of Ciceley BMW's brakes on way to victory in finale

2.045s first-lap advantage over Rowbottom, eked out with 75kg of lead on that BMW, had been eradicated due to a safety car caused by an incident involving their respective team-mates. Arguably, if not for that, he could have made it two wins out of two. As it was, he came under pressure from Rowbottom, which culminated in a clash exiting Druids just after half-distance, and a ticking off in the TOCA bus for Oliphant.

"Oliphant makes his bed, he can lie in it later in the season," fumed Dynamics boss Matt Neal. "Dan said before that he thought he [Oliphant] was all right [and indeed, Oliphant had publicly congratulated Rowbottom for his pole], but now I've told him he knows what to expect." Oliphant replied: "You should look at yourself before other people. Going to the outside of Druids is a risky move [from Rowbottom]. I had full lock, I applied the power, and I thought he was wheel-spinning his fronts. My car drifted to the outside and he was there. It's a racing incident – something that happens a lot in touring cars."

The delayed Rowbottom lost just one place to Ingram, who had moved up to third when a left-front puncture sent Hill flying off the road at McLaren. Ingram now had Oliphant

in his sights. He'd taken the Hyundai to sixth in the opening race, falling away from the Hill-Sutton fight for fourth, and therefore had 33kg of ballast – 42kg below Oliphant's BMW. He prodded, he probed, and finally the opportunity came. "Tom left me a massive gap, and I'm not going to not fill it on the last lap, am I?" bubbled Ingram. "I'd been showing my nose to see if he'd react to defend. Then I showed my nose, he didn't defend it, and I didn't need a second invitation." Oliphant proclaimed that "I really enjoyed" the race, but couldn't stop the BMW drifting wide at Clearways on the final lap, and was pipped at the line by Sutton, who had demoted Rowbottom to fourth at Surtees on the penultimate tour.

None of those leading contenders featured at the front in the processional reversed-grid finale, thanks to Ingram drawing number 12 and consigning their ballasted machinery to the midfield. Sutton made a couple of late moves to get up to eighth, four places ahead of Ingram, and re-establish himself back in a points lead he had lost to the Excelr8 man in race two.

It was a weekend of what the reigning champion described as "damage-limitation". Sutton and his BMR engineer Antonio

Carrozza reckon their data indicates that 75kg of ballast costs 0.25-0.3s around Brands Indy, so to qualify seventh, 0.296s from pole, was satisfying. "If that is the case, we should have been battling around with the Hondas at the front," Sutton theorised. "I was really pleased with that, and Aiden was right up there as well, so that's good for the team."

The phlegmatic Sutton didn't really have any complaints about a shove from Hill at Clearways that cost him fourth in the opening race – after all, he was ahead of Ingram, who he has identified as his main threat: "We focused more on what he was doing and where he was." And he wasn't stressed about a similar incident with Ingram on the opening lap of race two: "Tom gave me a little love tap. I was, 'OK, I'll go with you, we'll work together'"

And it was with a *c'est la vie* air that Sutton explained the reversed-grid race as "just the nature of the beast. When you're stuck with the weight in the middle of the pack, progress is hard. But once I was clear of Chris Smiley [Ingram's team-mate and acknowledged BTCC hard man], it was good." Such calmness from Sutton. He didn't win on Sunday, but he's kept his series lead. He dealt with the Oliphant in the room, and the elephants in the room of the Honda and Hyundai pace. ✽



Plato very nearly prised day's last podium spot from Moffat (ahead)



P72 SUPPORTS REPORT

See Club Autosport for all the action from the BTCC support package

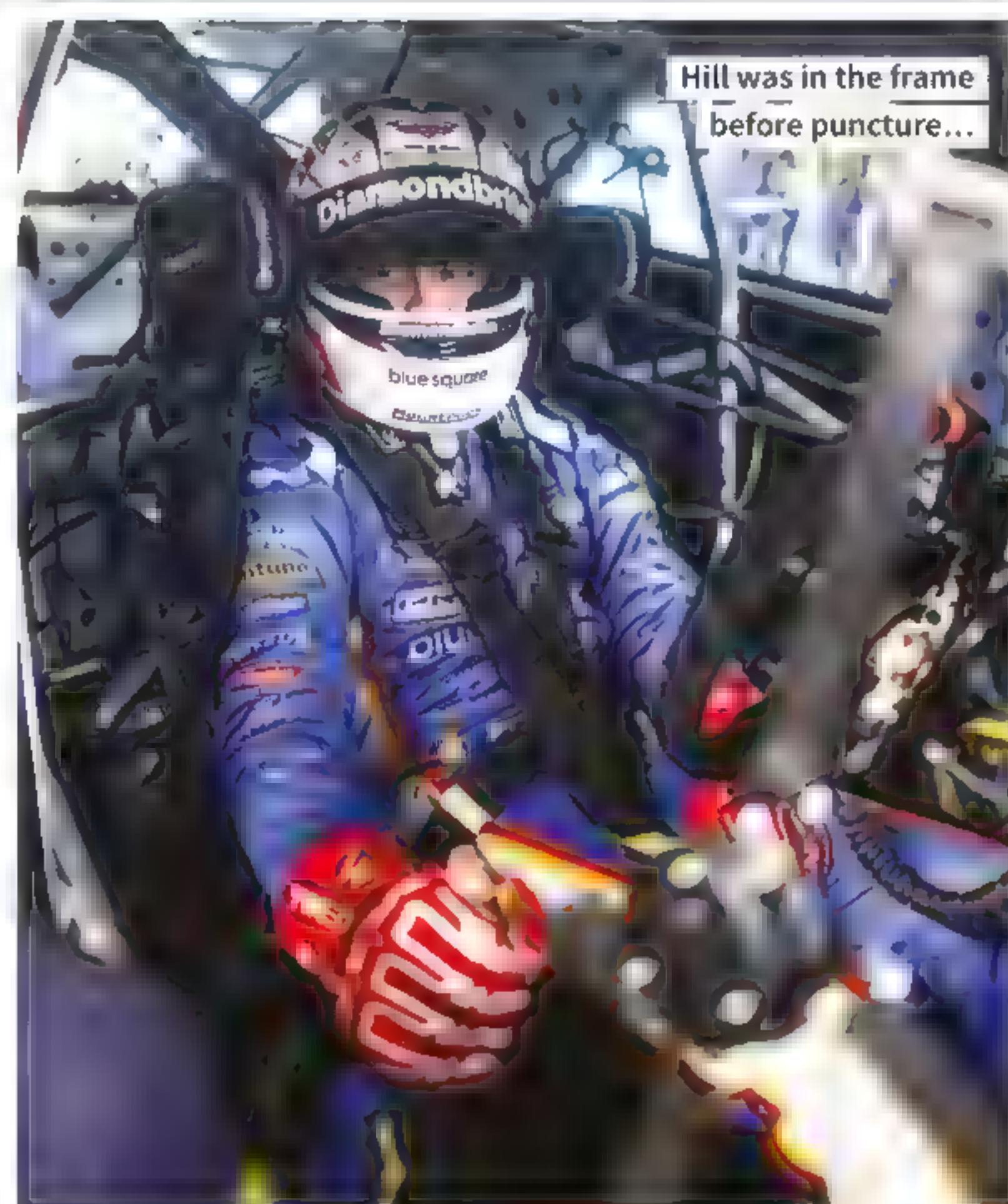
RESULTS ROUND 3/10, BRANDS HATCH (GBR), 27 JUNE RACE 1 (24 LAPS - 28.989 MILES)

| POS | DRIVER | TEAM / CAR | TIME |
|-----|--------------------------------|---|------------|
| 1 | Tom Oliphant (GBR) | West Surrey Racing / BMW 330i M Sport | 19m50.305s |
| 2 | Gordon Shedden (GBR) | Team Dynamics / Honda Civic Type R (9kg) | +0 188s |
| 3 | Dan Rowbottom (GBR) | Team Dynamics / Honda Civic Type R | +4 603s |
| 4 | Jake Hill (GBR) | MB Motorsport (Motorbase) / Ford Focus (39kg) | +9.811s |
| 5 | Ash Sutton (GBR) | Laser Tools Racing / Infiniti Q50 (75kg) | +10 007s |
| 6 | Tom Ingram (GBR) | Excelr8 Motorsport / Hyundai i30 N (66kg) | +11.289s |
| 7 | Chris Smiley (GBR) | Excelr8 Motorsport / Hyundai i30 N | +11.633s |
| 8 | Aiden Moffat (GBR) | Laser Tools Racing / Infiniti Q50 | +11.938s |
| 9 | Josh Cook (GBR) | BTC Racing / Honda Civic Type R (48kg) | +15.398s |
| 10 | Jack Goff (GBR) | Team Hard / Cupra Leon | +15.720s |
| 11 | Dan Lloyd (GBR) | Power Maxed Racing / Vauxhall Astra | +15.982s |
| 12 | Senna Proctor (GBR) | BTC Racing / Honda Civic Type R | +16.339s |
| 13 | Jason Plato (GBR) | Power Maxed Racing / Vauxhall Astra (21kg) | +17.510s |
| 14 | Stephen Jelley (GBR) | West Surrey Racing / BMW 330i M Sport (27kg) | +18 771s |
| 15 | Rory Butcher (GBR) | Speedworks Motorsport / Toyota Corolla (33kg) | +19.025s |
| 16 | Carl Boardley (GBR) | Laser Tools Racing / Infiniti Q50 | +19 257s |
| 17 | Adam Morgan (GBR) | Ciceley Motorsport / BMW 330i M Sport | +22.713s |
| 18 | Aron Taylor-Smith (IRL) | Team Hard / Cupra Leon | +23 051s |
| 19 | Tom Chilton (GBR) | Ciceley Motorsport / BMW 330i M Sport | +23 443s |
| 20 | Colin Turkington (GBR) | West Surrey Racing / BMW 330i M Sport (57kg) | +24 816s |
| 21 | Sam Osborne (GBR) | Motorbase Performance / Ford Focus | +24 883s |
| 22 | Jade Edwards (GBR) | BTC Racing / Honda Civic Type R | +25 081s |
| 23 | Ollie Jackson (GBR) | MB Motorsport (Motorbase) / Ford Focus (15kg) | +27 159s |
| 24 | Sam Smelt (GBR) | Speedworks Motorsport / Toyota Corolla | +28.500s |
| 25 | Jack Butel (GBR) | Excelr8 Motorsport / Hyundai i30 N | +28.720s |
| 26 | Andy Neate (GBR) | Motorbase Performance / Ford Focus | +33.172s |
| 27 | Glynn Geddie (GBR) | Team Hard / Cupra Leon | +36.402s |
| 28 | Nicolas Hamilton (GBR) | Team Hard / Cupra Leon | +37.808s |
| 29 | Rick Parfitt (GBR) | Excelr8 Motorsport / Hyundai i30 N | -1 lap |

Winner's average speed 87.68mph. **Fastest lap** Shedden 48.777s, 89.15mph.

QUALIFYING

1 Rowbottom 48.074s; **2 Shedden** 48.079s; **3 Hill** 48.179s; **4 Oliphant** 48.184s; **5 Moffat** 48.318s; **6 Ingram** 48.332s; **7 Sutton** 48.370s; **8 Smiley** 48.372s; **9 Cook** 48.407s; **10 Jelley** 48.428s; **11 Goff** 48.428s; **12 Lloyd** 48.431s; **13 Proctor** 48.433s; **14 Turkington** 48.457s; **15 Osborne** 48.493s; **16 Butcher** 48.506s; **17 Plato** 48.522s; **18 Boardley** 48.580s; **19 Jackson** 48.617s; **20 Taylor-Smith** 48.677s; **21 Morgan** 48.680s; **22 Geddie** 48.727s; **23 Edwards** 48.756s; **24 Chilton** 48.885s; **25 Parfitt** 48.903s; **26 Smelt** 48.909s; **27 Butel** 48.982s; **28 Neate** 48.984s; **29 Hamilton** 49.325s.



GRID RACE 2 Decided by result of Race 1.

RACE 2 (27 LAPS - 32.613 MILES)

1 Ingram (33kg) **24m56.451s**; **2 Sutton** (39kg) +0.489s; **3 Oliphant** (75kg) +0.527s; **4 Rowbottom** (57kg) +0.972s; **5 Cook** (15kg) +1.213s; **6 Lloyd** +1.630s; **7 Smiley** (27kg) +1.957s; **8 Plato** +2.194s; **9 Moffat** (21kg) +8.394s; **10 Proctor** +8.794s; **11 Goff** (9kg) +9.232s; **12 Morgan** +10.066s; **13 Chilton** +10.468s; **14 Butcher** +11.212s; **15 Taylor-Smith** +11.599s; **16 Jackson** +13.169s; **17 Turkington** +13.590s; **18 Smelt** +14.034s; **19 Osborne** +14.909s; **20 Boardley** +15.251s; **21 Shedden** (66kg) +19.035s; **22 Edwards** +20.337s; **23 Parfitt** +22.885s; **24 Neate** +23.690s; **25 Butel** +23.818s; **26 Hamilton** +23.986s; **27 Hill** (48kg) -2 laps; **R Geddie** 12 laps-collision/overheating, **R Jelley** 1 lap-accident.

Winner's average speed 78.46mph. **Fastest lap** Cook 49.231s, 88.33mph.

GRID RACE 3 Decided by result of Race 2, with top 12 reversed.

RACE 3 (24 LAPS - 28.989 MILES)

1 Morgan **19m57.584s**; **2 Goff** +1.541s; **3 Moffat** (15kg) +3.807s; **4 Plato** (21kg) +3.819s; **5 Cook** (39kg) +4.448s; **6 Proctor** (9kg) +4.874s; **7 Butcher** +5.343s; **8 Sutton** (66kg) +6.011s; **9 Lloyd** (33kg) +6.375s; **10 Smiley** (27kg) +6.890s; **11 Rowbottom** (48kg) +7.204s; **12 Ingram** (75kg) +7.446s; **13 Hill** +8.688s; **14 Turkington** +9.299s; **15 Oliphant** (57kg) +9.937s; **16 Shedden** +10.141s; **17 Taylor-Smith** +12.633s; **18 Chilton** +14.169s; **19 Boardley** +14.431s; **20 Osborne** +14.829s; **21 Butel** +16.248s; **22 Jelley** +16.631s; **23 Smelt** +21.528s; **24 Geddie** +24.674s; **25 Neate** +27.805s; **26 Parfitt** +28.456s; **27 Edwards** +28.683s; **28 Hamilton** -2 laps; **R Jackson** 10 laps-bonnet on windscreen.

Winner's average speed 87.14mph.

Fastest lap Butcher 48.955s, 88.82mph.

CHAMPIONSHIP

1 Sutton 116; **2 Ingram** 113; **3 Cook** 90; **4 Turkington** 77; **5 Hill** 73; **6 Oliphant** 72; **7 Rowbottom** 66; **8 Plato** 62; **9 Goff** 61; **10 Butcher** 60.

NEXT EVENT

OULTON PARK 5 AUGUST ISSUE

Leafy Cheshire is Turkington-and-BMW territory. Can he bounce back with some of the ballast off?



Powell: fastest in practice, lands pole, leads every lap, bags win and fastest lap

Alice in wonderland as W Series makes return

W SERIES
RED BULL RING (AUT)
26 JUNE
ROUND 1/8

There were high expectations of W Series on the eve of its second season, with a Formula 1 support slot and FIA superlicence points upping the pressure on its 18 drivers. And it didn't disappoint. Alice Powell totally dominated the Styrian Grand Prix support round at the Red Bull Ring, scoring a grand slam on the road and bagging her second consecutive race victory.

Powell, it will be remembered, also won the 2019 season finale at Brands Hatch on her way to finishing third in the standings. But the all-female field had to skip the 2020 season amid the coronavirus pandemic, meaning a 22-month wait since the previous event.

It was Powell's first visit to the Austrian circuit, so by her own admission it was unexpected that she topped free practice. She then managed to "do it where it counts" and convert that pace to a maiden pole position for Saturday's race. Fellow Brit Sarah Moore completed the front row, less than 0.2 seconds slower, with rookie Belen Garcia snaring third place.

In a race peppered with collisions and spins, Powell held on to first place to lead from lights to flag, also taking the bonus points for fastest lap. Moore, too, managed to hold her position to finish second and become the first openly LGBTQ+ person to earn a podium



Reigning champ Chadwick is tapped into a spin to compound quali woes

on a grand prix weekend.

Powell, who gave Racing X victory in W Series' new sponsor-based teams' championship, had to survive a late safety car, triggered when Marta Garcia's car ground to a halt. "I saw Marta's car on the side of the track and I was dreading the safety car coming out, but I managed to keep control," she said. "I knew I had the pace, so it was just about staying consistent and bringing it home. I struggled for the first couple of laps to push but I knew the pace would be there, and I was just focused on going forward. It's the perfect start and an amazing feeling, better than I had in 2019."

Fabienne Wohlwend completed the podium after starting in ninth, while Belen Garcia was fourth and Miki Koyama fifth, the Japanese making up seven places on track from 13th on the grid before being bumped up due to a penalty for Jess Hawkins.

Reigning champion Jamie Chadwick started eighth after a cracked carbon pipe scuppered her qualifying, but fought back

through the field after a second-lap hit to the rear of her car to finish seventh once penalties were accounted for. She was tagged by Hawkins at Turn 1, sending her to the back of the pack and prompting a charge up the order over the remainder of the 20-lap race. Aston Martin F1 team driver ambassador Hawkins finished fifth, but her 30-second penalty dropped her to 16th.

There was chaos for Beitske Visser, who'd been running in third, at the late restart. The Dutchwoman was spun around at Turn 1 after contact with Emma Kimilainen. Visser fell to last, while Kimilainen moved into her place briefly, albeit with a damaged front wing. This continued to cause problems, dropping her down the order before it flew off on lap 20. Kimilainen later received a three-place grid penalty for this weekend's race, also at the Red Bull Ring supporting the Austrian GP.

MEGAN WHITE

Tassi on top as Monteiro rues lost points lead

WORLD TOURING CAR CUP

ESTORIL (PRT)

27 JUNE

ROUND 2/8

Tiago Monteiro branded the loose bonnet that robbed him of a golden chance to open up a big points lead as “not acceptable at this level”, as Attila Tassi spared Munnich Motorsport’s blushes at Estoril by picking up the pieces to score his first win in the World Touring Car Cup.

Honda driver Monteiro had jumped to the top of the table by rising from ninth to fourth in the opening reversed-grid race, after Nurburgring race winner Jean-Karl Vernay was eliminated in a first-corner multi-car collision triggered by Nestor Girolami’s Honda Civic, which had sailed far beyond its braking point and crunched into Norbert Michelisz’s Hyundai. Tassi also found himself delayed in the incident.

Munnich’s Hondas had qualified a dominant 1-2-3-5 for the main race, but the team almost dropped the victory into Hyundai’s lap. First, Girolami was forced to start at the back instead of from third after his team broke parc ferme regulations to repair his car in time, then fellow Argentinian Esteban Guerrieri botched his getaway from pole position and plummeted down the order. That left Monteiro clear for what looked like a certain home win.

The former grand prix driver successfully negotiated an early safety car restart caused by Mikel Azcona’s Zengo Cupra pushing Tom Coronel’s Comtoyou Audi into a barrier, then opened up a gap to Tassi, until a “stupid mechanical failure” ruined his day. The right-front corner of his bonnet became loose, and Monteiro was forced to pit.

That left Tassi defending from a trio of Hyundais led by Vernay. The new Elantras appeared quicker on the long main straight,

but the 22-year-old Hungarian kept his cool through the long final corner to become the youngest WTCR race winner. “I was only focusing lap by lap on my exit onto the straight,” he said. “In the end it paid off.”

There was also a sense of “deja vu” at play for Tassi, who recalled the WTCR race he lost to a mechanical failure at the Vila Real street track in 2019 – and which was inherited by Monteiro. The Portuguese took his misfortune in good spirit. “It’s character building, isn’t it?” he said. “I’m really happy for Attila, we’ve spoken about this moment for a long time. For tonight it will be a hard one to swallow, but tomorrow will be another day.” Instead of leaving Portugal with a 20-point lead, Monteiro now lies fifth, nine points down on Vernay.

The French racer’s second place, ahead of Michelisz and Gabriele Tarquini, means he has a six-point advantage over Tassi and the Cyan-run Lynk & Cos of Yvan Muller and Santiago Urrutia. The Chinese marque

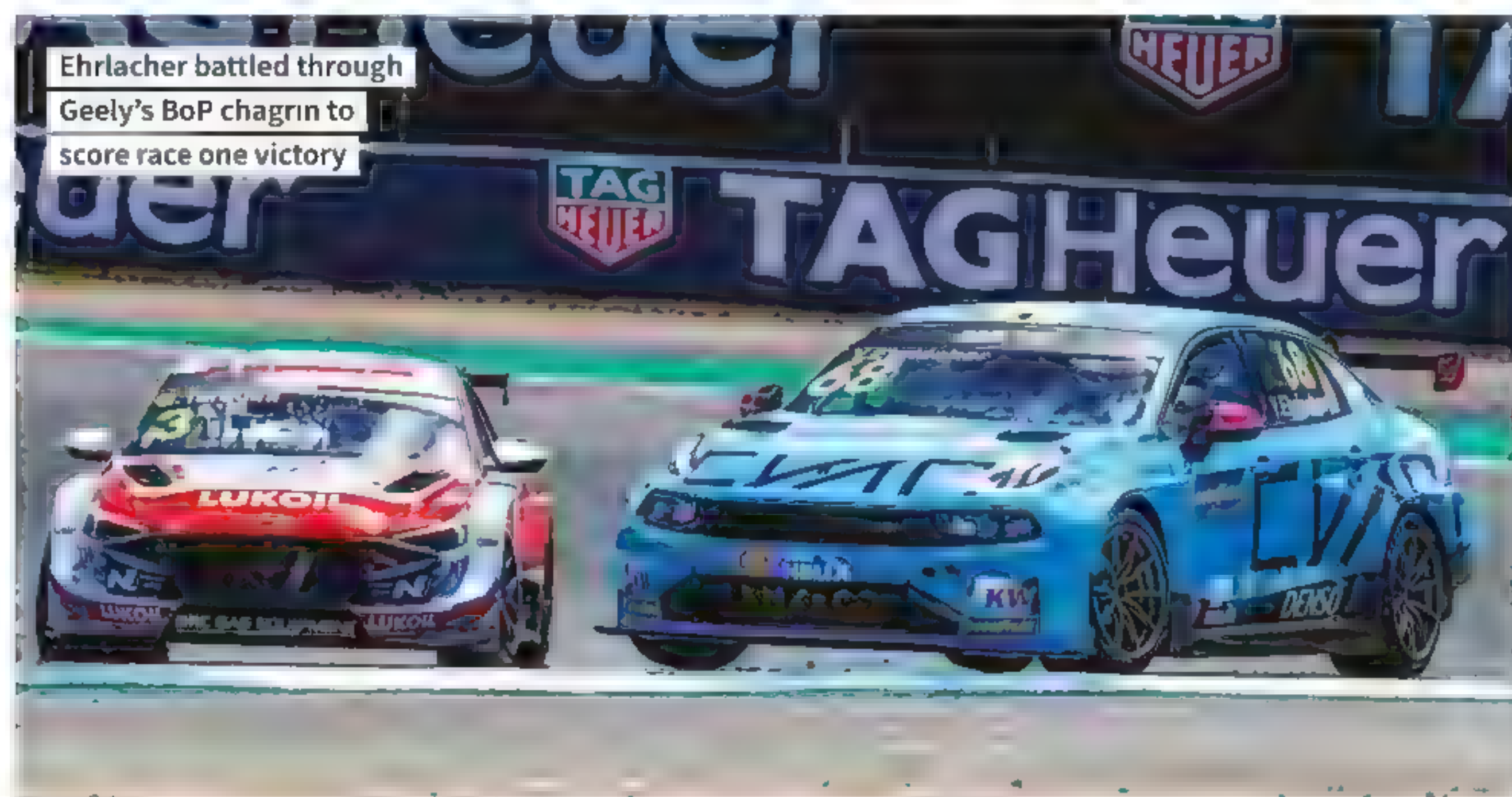
was in the spotlight at Estoril after parent company Geely had slammed WTCR organiser Eurosport Events for its Balance of Performance management in the run-up to the weekend. Muller reckoned the 03 TCR was nearly 4mph down on its opposition because of the BoP, but somewhat awkwardly it didn’t thwart a Lynk & Co 1-2-3 in the reversed-grid opener.

Reigning champion Yann Ehrlacher clinched the first win of his title defence by beating Tarquini’s pole-sitting Hyundai to Turn 1 and, when the veteran Italian picked up a puncture on debris, Muller and Urrutia were ready to complete the podium lock-out.

DAMIEN SMITH

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WEEKEND WINNERS

W SERIES

RED BULL RING (AUT)

Alice Powell

WORLD TOURING CAR CUP

ESTORIL (PRT)

Race 1 Yann Ehrlacher

Cyan Racing (Lynk & Co 03 TCR)

Race 2 Attila Tassi

Munnich Motorsport
(Honda Civic Type-R TCR)

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L-r: Tincknell, Bomarito and Jarvis pose for a snap in Victory Lane

Mazda delivers on its 2021 promise at the Glen

**IMSA SPORTSCAR
WATKINS GLEN (USA)
27 JUNE
ROUND 5/12**

Mazda Motorsports has been knocking on the door of Victory Lane this season in the IMSA SportsCar Championship. In last Sunday's traditional Six Hours of Watkins Glen, back on the schedule after skipping a year due to the pandemic, the team made good on its promise by claiming a narrow and hard-earned triumph through the combined efforts of Oliver Jarvis, Harry Tincknell and Jonathan Bomarito.

The trio had to start their Mazda RT24-P at the back of the seven-car DPi field following a change of engine overnight. There was more frustration during the early stages when Jarvis found himself trapped behind Tristan Vautier's

JDC-Miller Motorsports Cadillac.

The team's first slice of good fortune came after 19 laps when a slower car forced Vautier off-line, enabling Jarvis to sweep past. All three drivers then worked hard to get back into contention. They took the lead for the first time following pitstops during the final full-course caution with an hour remaining after the decision was made to change only one tyre – the right-front, which had caused concerns earlier on. To change any more would have negated the time saved by the short fuel fill, due to the Mazda having been one of the final cars to take on service during the previous pitstop sequence. The strategy enabled Tincknell to jump from third to first ahead of former Mazda team-mate Olivier Pla, whose Meyer-Shank Acura took on fresh left-side tyres only, and the Chip Ganassi Racing Cadillac of Kevin Magnussen.

The race went green again with 38 minutes remaining, which meant the leaders needed to eke out their fuel in order to reach the finish without the need for an extra stop. And then the final stroke of good fortune came with the timing of the white flag signifying one lap remaining before time expired. If Tincknell had crossed the line just a few seconds earlier, he would have been obliged to complete one extra lap of the 3.4-mile venue. That likely would have been one too many, because he ground to a halt, out of fuel, on his cool-down lap.

Pla and Dane Cameron had to be content with second after leading most of the 200-lap race, while pole-winners Ricky Taylor and Filipe Albuquerque, joined for the long-distance event by Alexander Rossi, maintained their slender championship lead with a third-placed finish in their Wayne Taylor Racing Acura.

All five classes kept the crowd entertained, with the Corvette C8.R of Antonio Garcia/Jordan Taylor winning GTLM by less than a second from the BMW M8 GTE of John Edwards/Jesse Krohn/Augusto Farfus.

Steven Thomas/Tristan Nunez/Thomas Merrill won LMP2 by just over 1s in their WIN Autosport ORECA-Gibson, while Felipe Fraga/Gar Robinson/Scott Andrews (Riley Motorsports Ligier JSP320) took the LMP3 spoils by 1.635s.

The competition was similarly close in GTD, although Bill Auberlen combined with Robby Foley and Aidan Read to complete another accomplished win for the Turner Motorsport BMW M6 team.

JEREMY SHAW



Acura leads field away as Mazda starts recovery from an engine change penalty

Busch coasts to fuel-saving win

NASCAR CUP
POCONO (USA)
26-27 JUNE
ROUNDS 18 & 19/36

Two dramatic finishes produced two surprise winners at Pocono Raceway last weekend as the NASCAR Cup paddock met for its only double-header event of the 2021 season.

In Saturday's 325-mile race, Kyle Larson looked like he had his fifth-straight win in hand (including the non-points All-Star bout), but cut a tyre on the final lap to hand the spoils to his Hendrick Motorsports team-mate Alex Bowman.

Larson's Chevrolet Camaro limped home to ninth place. For Bowman, it was his third win of the year and fifth of his career.

Sunday's slightly longer encounter was much less chaotic but just as thrilling as it developing into a fuel-conservation mission. With five laps remaining William Byron was out front, followed by Denny Hamlin and Kyle Busch – second to Bowman the previous day. All three were trying to stretch their fuel as far as possible to avoid making another pitstop.

Byron was the first to deviate, forced to pit with two laps to go. Joe Gibbs Racing driver Hamlin followed him with one lap



Busch toasts second win of season after race two

MILLER/MOTORSPORTIMAGES

left, which turned the lead over to team-mate Busch, who ended up coasting to the finish with an 8.7-second cushion over Larson. Busch did all that with his Toyota Camry stuck in fourth gear for the final 75 laps of the race.

JIM UTTER

WEEKEND WINNERS

IMSA SPORTSCAR
WATKINS GLEN (USA)
 Oliver Jarvis/Harry Tincknell/
 Jonathan Bomarito
 Mazda Motorsports (Mazda RT24-P)

NASCAR CUP
POCONO (USA)
Race 1 Alex Bowman
 Hendrick Motorsports
 (Chevrolet Camaro)
Race 2 Kyle Busch
 Joe Gibbs Racing (Toyota Camry)

NASCAR XFINITY SERIES
POCONO (USA)
 Austin Cindric
 Team Penske (Ford Mustang)
NASCAR TRUCK SERIES
POCONO (USA)
 John Hunter Nemechek
 Kyle Busch Motorsports (Toyota Tundra)

PORSCHE SUPERCUP
RED BULL RING (AUT)
 Larry ten Voorde
 Team GP Elite

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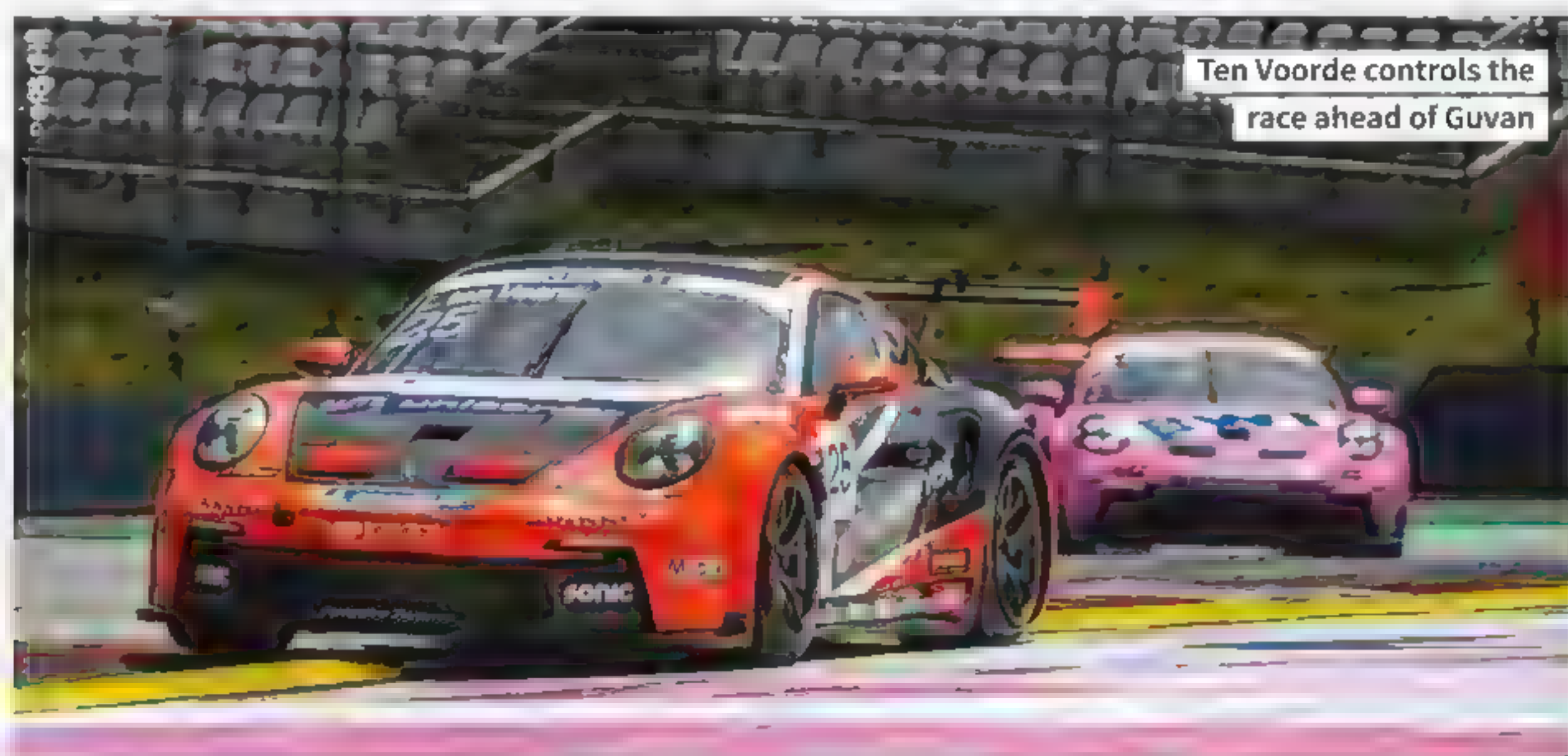
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Ten Voorde's dominance continues

PORSCHE SUPERCUP
RED BULL RING (AUT)
27 JUNE
ROUND 2/8

Two pole positions, two wins and a fastest lap from the opening brace of races in this year's Porsche Supercup season ensure Larry ten Voorde is seemingly on a missile-guided course to retain his championship crown.

When the fleet of new 992-generation Porsche 911s reconvened as part of the Formula 1 undercard at the Red Bull Ring, the Team GP Elite driver came up trumps in qualifying to top the ever-changing leaderboard by a slender 0.074 seconds over Ayhan Guven – driving for the enduringly successful Lechner Racing squad. But just a further 0.003s in arrears was Dorian Boccolacci. Only 22, the French racer is already vastly experienced having climbed the single-seater ladder up to FIA F2 level before



Ten Voorde controls the race ahead of Guvan

switching to GT machinery in 2019. Nevertheless, third place for a series rookie was a fine grid slot ahead of Leon Kohler.

As seems par for the course in this one-make championship, processional racing was the order of the day at the front of the field as ten Voorde romped unchallenged to the spoils by a comfortable 1.7s after 18 laps. And while Guvan retained second place for an unremarkable top two, Kohler deposed Boccolacci to earn his Nebulus Racing squad its first podium in the Supercup.

Earning better marks for entertainment was the three-way tussle for fifth, with ten Voorde's team-mate Max van Splunteren

getting the better of Martinet by Almeras driver Jaxon Evans and Fach Auto Tech's Christopher Zochling.

A qualifying trip through the gravel for ex-British Touring Car driver Michael Crees neutered his grid position as he lined up 25th from the 29 cars, but would drop a further two places in the race. Crees has lost the chance to race in front of home fans at Silverstone, with Monza now earning double-header status at the end of the season. This comes in part with his Team Parker-based Parker Revs Motorsport squad being the only outfit to be based outside of mainland Europe.

Yamaha toasts one rider's win, divorces other

MOTOGP
ASSEN (NLD)
27 JUNE
ROUND 9/19

Seldom do 1-2 finishes for a team yield such unusually varied responses from their riders, but the circumstances surrounding both Fabio Quartararo's Dutch TT MotoGP victory last weekend and Yamaha stablemate Maverick Vinales' second led to a bizarre atmosphere in camp last Sunday afternoon.

The 2.82-mile Assen track — “paradise” for motorcycle racers, as Valentino Rossi described it — was almost tailor-made for the Yamaha, the Dutch venue's fast and flowing nature at one with the M1's agility. And race pace in FP4 suggested top spot would only be stained in one colour. In qualifying Vinales headed Quartararo by 0.071 seconds, but it was the latter in race trim who looked the slightly stronger. A finely poised battle was on the cards for Sunday's 26-lap contest.

The closest the pair would come in the race, however, was when Quartararo chopped Vinales off the line to take the lead while the polesitter — suffering an issue with his clutch — dropped to fifth behind Ducati's Francesco Bagnaia, Alex Rins on the Suzuki and LCR Honda's Takaaki Nakagami.

A mistake for Quartararo at the De Bult left-hander at Turn 9 handed the lead to Bagnaia. The Ducati rider didn't have the

pace to match the Yamahas but had the brute power of the Desmosedici at his disposal to at least make himself a stubborn obstacle that Quartararo had a hard time trying to surmount.

Bagnaia's brief five-lap stint at the front backed up the field, creating a 10-rider lead group covered by just 2.5s. But there would be no repeat of the 2018 Assen barnstormer that saw 150 overtakes. Quartararo used the superior corner speed of his Yamaha to swoop through on Bagnaia at the Meeuwenmeer kink at Turn 12 on lap six.

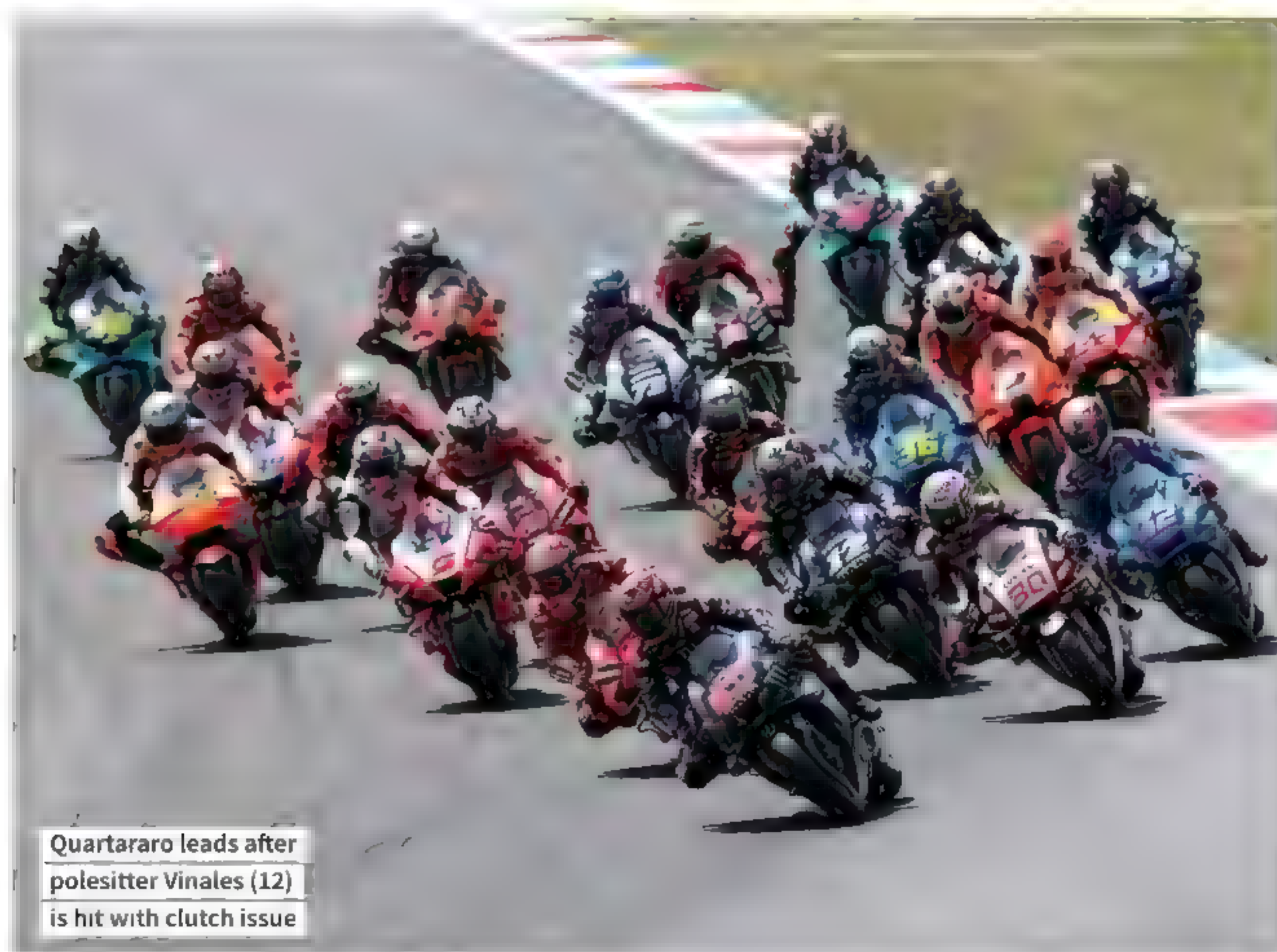
This move and the subsequent three laps would largely seal the race. Quartararo reeled off three high 1m32s, times nobody could match, and he soon had a lead of 3s. A couple of small mistakes in the closing stages and some pain in the back of his arm — which “scared” him, given his problems with arm pump already in 2021 — weren't enough to deny the French rider his fourth win of the campaign. He now has a 34-point lead in the standings heading into the summer break.

A long lap penalty for exceeding track limits too often dropped Bagnaia out of podium contention and gifted Vinales second on lap 15 — the sister factory Yamaha rider having scythed past Nakagami for third the lap before.

Securing his first podium since his Qatar win in March, Vinales' celebrations were muted. The relationship between him and Yamaha has deteriorated rapidly as he's struggled, the Spaniard slamming the marque for what he felt was a “disrespectful” handling of his woes following a German GP weekend in which he qualified 21st and finished the race last. Feeling like he is unable to extract the maximum from himself on the Yamaha, Vinales will quit the team at the end of the year.

Frustration has also crept into the Suzuki garage, with world champion Joan Mir unhappy at a lack of progress with the bike in 2021. Pinning his hopes on updates coming after the summer break, Mir took an “important” podium in third at Assen after working his way through from 10th.

He headed the Pramac Ducati of Johann



Quartararo leads after polesitter Vinales (12) is hit with clutch issue

Quartararo
takes M1 to secure
fourth win of the
campaign

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Marquez turned 20th
into seventh

Zarco and the KTM of Miguel Oliveira, whose recent podium run ended with a still-solid fifth ahead of Bagnaia.

Marc Marquez crashed down to Earth from his Germany win in quite literal fashion at Assen. A heavy shunt in FP2 left him battered and bruised and lacking in confidence on his Honda. But an electronics fix from HRC made him feel a bit safer. With a tumble in Q1 leaving him 20th on the grid, Marquez carved through to seventh and was surprised to end the race in reasonably fine physical condition.

Narrowly piped by the Honda rider was Aprilia's Aleix Espargaro, while Nakagami's early podium hopes faded dramatically. He ended up ninth ahead of Pol Espargaro and an angry Alex Rins – the Suzuki rider's race "destroyed" by a "stupid move" from Zarco on lap two that forced Rins off track.

Valentino Rossi failed to find a strong result that might convince him to extend his MotoGP career into 2022 after a tumble.

LEWIS DUNCAN

RESULTS ROUND 9/19, ASSEN (NLD), 27 JUNE (26 LAPS – 73.379 MILES)

| POS | RIDER | TEAM | TIME |
|-----|-------------------------|---------------------|--------------------|
| 1 | Fabio Quartararo (FRA) | Yamaha | 40m35.031s |
| 2 | Maverick Vinales (ESP) | Yamaha | +2.757s |
| 3 | Joan Mir (ESP) | Suzuki | +5.760s |
| 4 | Johann Zarco (FRA) | Pramac Ducati | +6.130s |
| 5 | Miguel Oliveira (PRT) | KTM | +8.402s |
| 6 | Francesco Bagnaia (ITA) | Ducati | +10.035s |
| 7 | Marc Marquez (ESP) | Honda | +10.110s |
| 8 | Aleix Espargaro (ESP) | Aprilia | +10.346s |
| 9 | Takaaki Nakagami (JPN) | LCR Honda | +12.225s |
| 10 | Pol Espargaro (ESP) | Honda | +18.565s |
| 11 | Alex Rins (ESP) | Suzuki | +21.372s |
| 12 | Brad Binder (ZAF) | KTM | +21.676s |
| 13 | Danilo Petrucci (ITA) | Tech3 KTM | +27.783s |
| 14 | Alex Marquez (ESP) | LCR Honda | +29.772s |
| 15 | Enea Bastianini (ITA) | Avintia Ducati | +32.785s |
| 16 | Lorenzo Savadori (ITA) | Aprilia | +37.573s |
| 17 | Garrett Gerloff (USA) | Petronas Yamaha SRT | +53.213s |
| 18 | Luca Marini (ITA) | Avintia Ducati | +1m06.791s |
| R | Iker Lecuona (ESP) | Tech3 KTM | 18 laps-accident |
| R | Jack Miller (AUS) | Ducati | 18 laps-accident |
| R | Jorge Martin (ESP) | Pramac Ducati | 14 laps-tendinitis |
| R | Valentino Rossi (ITA) | Petronas Yamaha SRT | 7 laps-accident |

**WEEKEND
WINNERS**

MOTO2

ASSEN (NLD)

Raul Fernandez (below)
Ajo Motorsport
(Kalex)

MOTO 3

ASSEN (NLD)

Dennis Foggia
Leopard Racing
(Honda)



Winner's average speed 108.484mph. **Fastest lap** Quartararo 1m32.869s, 109.403mph.

QUALIFYING 21 Vinales 1m31.814s; 2 Quartararo 1m31.885s; 3 Bagnaia 1m32.116s; 4 Nakagami 1m32.314s; 5 Zarco 1m32.394s; 6 Oliveira 1m32.450s; 7 Rins 1m32.597s; 8 Miller 1m32.609s; 9 A Espargaro 1m32.666s; 10 Mir 1m32.748s; 11 P Espargaro 1m32.830s; 12 Rossi 1m32.919s.

QUALIFYING 11 Zarco 1m32.541s; 2 Bagnaia 1m32.657s; 3 Lecuona 1m32.724s; 4 Martin 1m32.850s; 5 Savadori 1m33.258s; 6 A Marquez 1m33.288s; 7 Marini 1m33.321s; 8 Petrucci 1m33.378s; 9 Bastianini 1m33.404s; 10 M Marquez 1m33.477s; 11 Binder 1m33.597s; 12 Gerloff 1m33.739s.

RIDERS' CHAMPIONSHIP 1 Quartararo 156; 2 Zarco 122; 3 Bagnaia 109; 4 Mir 101; 5 Miller 100; 6 Vinales 95; 7 Oliveira 85; 8 A Espargaro 61; 9 Binder 60; 10 M Marquez 50; 11 Nakagami 41; 12 P Espargaro 41; 13 Franco Morbidelli 40; 14 Rins 33; 15 A Marquez 27; 16 Bastianini 27; 17 Petrucci 26; 18 Martin 23; 19 Rossi 17; 20 Marini 14; 21 Lecuona 13; 22 Stefan Bradl 11; 23 Savadori 4; 24 Michele Pirro 3; 25 Tito Rabat 1; 26 Gerloff 0

MANUFACTURERS' CHAMPIONSHIP 1 Yamaha 184; 2 Ducati 167; 3 KTM 114; 4 Suzuki 105; 5 Honda 86; 6 Aprilia 62.



Vinales and Yamaha have
announced their split
for the end of the year

NEXT REPORT

**STYRIA GP
12 AUGUST ISSUE**

Can Quartararo find further breathing space at the top of the standings at the Red Bull Ring after the summer break? Or will a return to the rostrum for Vinales help his Yamaha tenure to end on a high?

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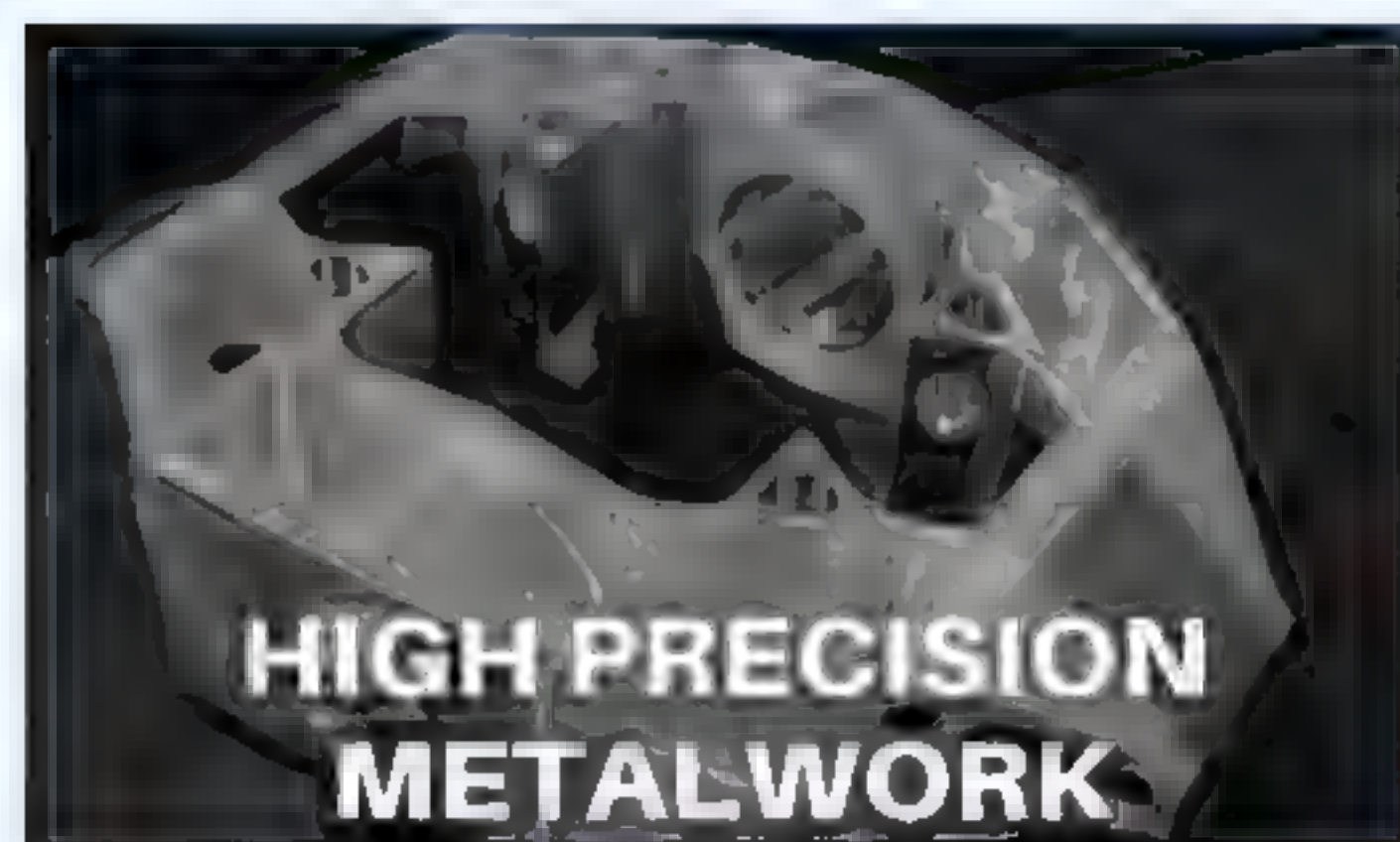


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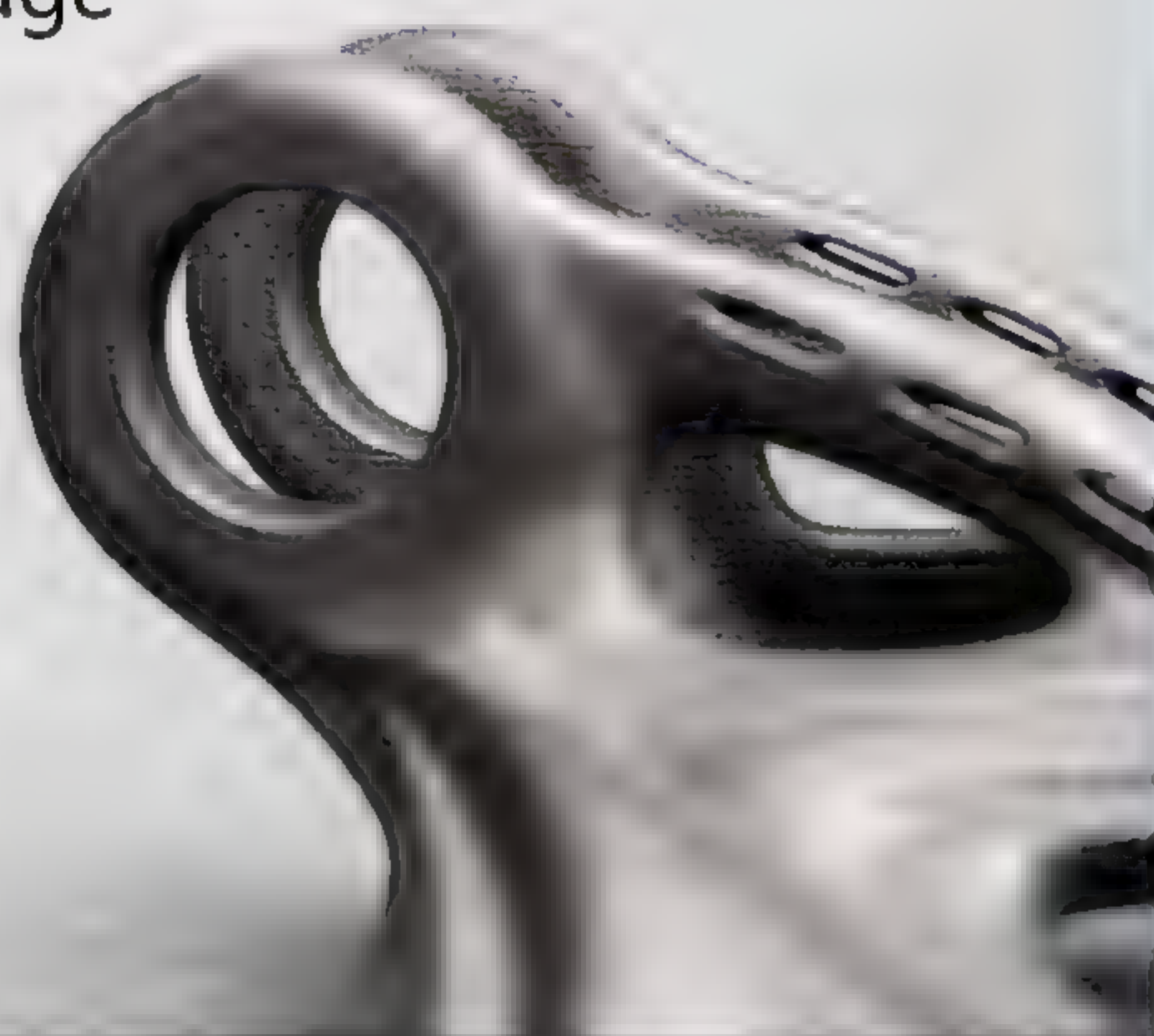
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- Be Highly motivated and organised
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- Ability to problem solve
- To take pride in their work and have good attention to detail
- Keep work areas clean and tidy
- Ability to work individually and as part of a team
- Must have own transport and live locally due to our location
- Applicants must have a flexible approach to work and be available at selected weekends throughout the year to travel to race meetings in the UK and across Europe
- You should be able to work to tight time frames when necessary and have a full understanding of customer satisfaction.
- Please supply details of your current salary upon application.

This is a full time position working a 40 hour week with the expectation of you working overtime as and when required.

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Commercial Director

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- Research, identify, and track sponsorship prospects within target industries and segments
- Pitch, negotiate and close sponsorship deals to achieve team revenue goals
- Lead and direct ongoing sponsorship sales presentations with internal and external partners; develop positive relationships with prospects to build a robust funnel of prospects
- Work with our existing partners to develop B2B offerings and build commercial / technical partnership opportunities within our ecosystem of partners
- Provide weekly reporting of sales metrics including pipeline generation, account status, revenue and quota attainment, and relevant sponsor interaction
- Develop and track KPIs for each partnership to achieve each sponsor's objective
- Develop internal KPIs for marketing, and communications functions
- Oversee marketing, communications, and sponsorship fulfillment personnel
- Continuously improve all the above
- Reporting
- Any other duties as reasonably requested by the company

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Technical Analyst

The Technical Analyst will work across both technical and commercial projects supporting the teams' Partners and accelerating activation activities for new partners.

The role will work alongside the Head of Commercial Technology to design and plan technical implementation roadmaps across key technical partners. This role will be exposed to our most senior partnerships and get involved with practical technical implementations with hands on technical skills required. Alongside existing activations, the role will be expected to profile new partnerships and identify integration opportunities.

Principal accountabilities:

- Design, develop and implement key technical integration roadmaps for partners.
- Support the commercial team in identifying key technical requirements across the team.
- Work with partners to detail their product feature releases and map key messaging.
- Awareness of current market trends and horizon scan to produce long term roadmaps.
- Ownership of partner landscape and category designation.
- Key accountability in creating and maintaining system documentation.
- Support the Head of Commercial Technology in partner activation campaigns and activations.
- Collaborate with 3rd parties and vendors to implement systems, upgrades and migrations.



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The successful candidate must have:

- Have demonstrable commercial experience creating performant 3D visualisation software using an appropriate technology
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- Have excellent problem-solving skills
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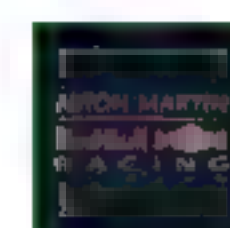
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Ideal credentials:

- Excellent team player and communicator, able to work effectively across multiple groups.
- Highly analytical and capable of approaching challenges with a new perspective.
- Able to work at a fast pace and with a high degree of accuracy and flexibility
- Excellent Project Management skills
- Wind tunnel experience would be advantageous, as would experience within a motorsport environment.
- Experience of real time control, PLC's, electronics systems and data acquisition would be advantageous.
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The ideal candidate will be able to demonstrate a high level of self-motivation and be able to work within a high pressure environment. Good communication skills and the ability to work within tight timescales are an essential requirement for this position. You must also be familiar with continuous improvement practices and work to them always.

Not only are these fantastic roles, it is also a fantastic team to work for. A good salary is just the start, there are many other benefits too such as health care, company contributed pension, on site gym, constructors' bonus scheme, child care vouchers, cycle to work and of course Red Bull to see you through those extended stints!

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- Degree in Marketing, Communications, Media or equivalent
- Native or fluent in English, German is a plus
- 3+ years experience in managing a social media channel, namely Instagram, Facebook and YouTube
- Solid in creating content (written content) for digital media including optimizing content for SEO
- Meticulous editor with an exceptional command of English grammar, spelling, and punctuation
- Ability to creatively adapt content to suit the strengths of different platforms
- Competent ability with Photoshop, Premiere Rush and In-Design
- Organisation talent with know-how on Social Media planning tools
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Key responsibilities:

- Promote teamwork and effective communications to develop working relationships between all personnel and departments.
- Activity consists of structural analysis and optimization of the car components to guarantee solutions with minimum weight, adequate reliability, resistance, and safety, reaching at the same time the required stiffness targets.
- Systems used are Finite Element Analysis (both in linear and non-linear), software and methodologies for automatic structural optimization (both topological and shape related), automation method, analysis, and correlation of experimental data through scripting and programming, classic calculation methods.
- Involved components cover both Mechanical field (wheel groups, inboard suspensions, transmission etc.) and Composite area (chassis, gearbox, wings, bodywork, suspensions etc.).
- Accomplish teamwork and effective communications to develop competent working relationships with all personnel and departments.
- Follow all safety regulations in all venues.
- Other duties as assigned by their Manager.

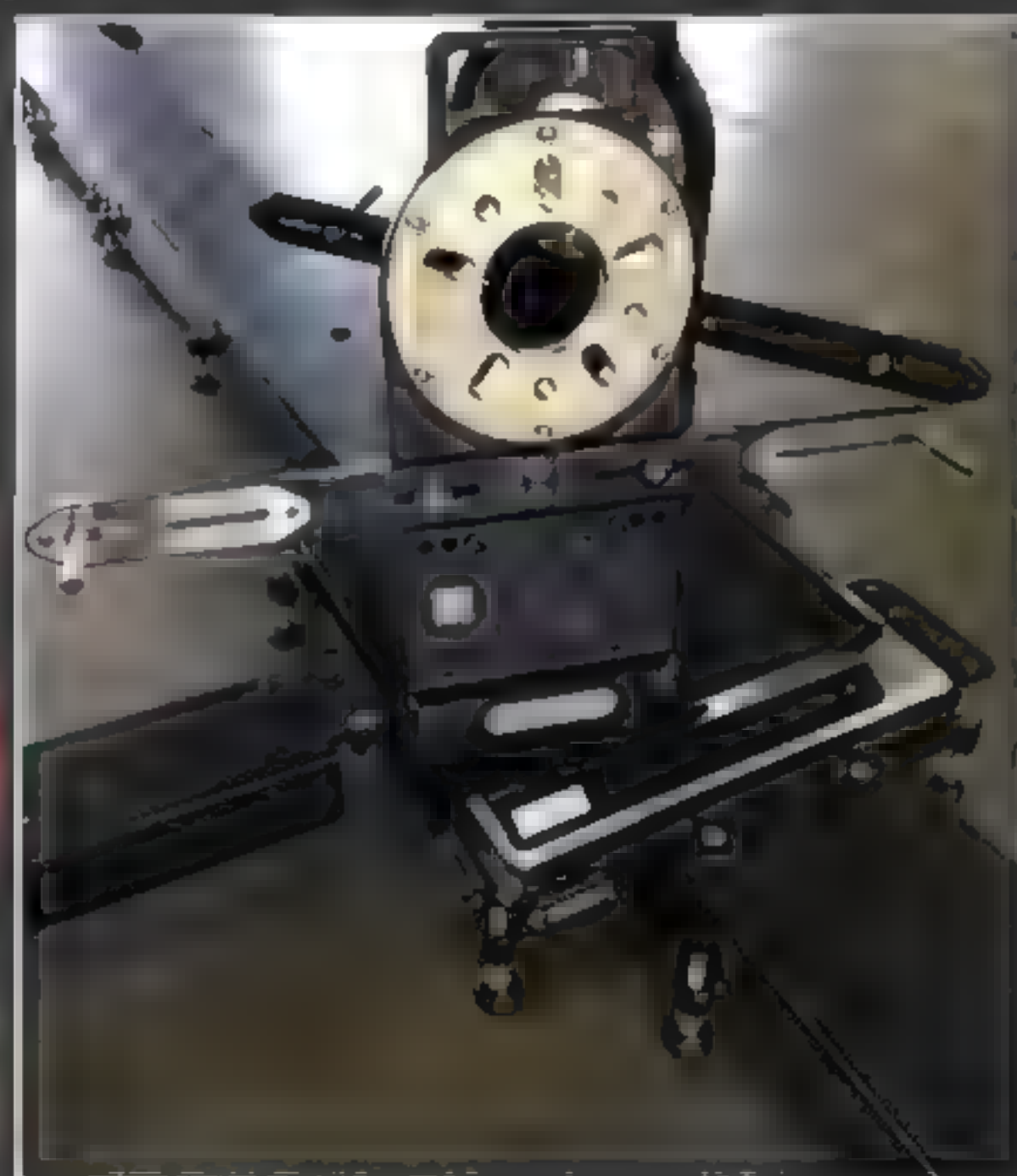
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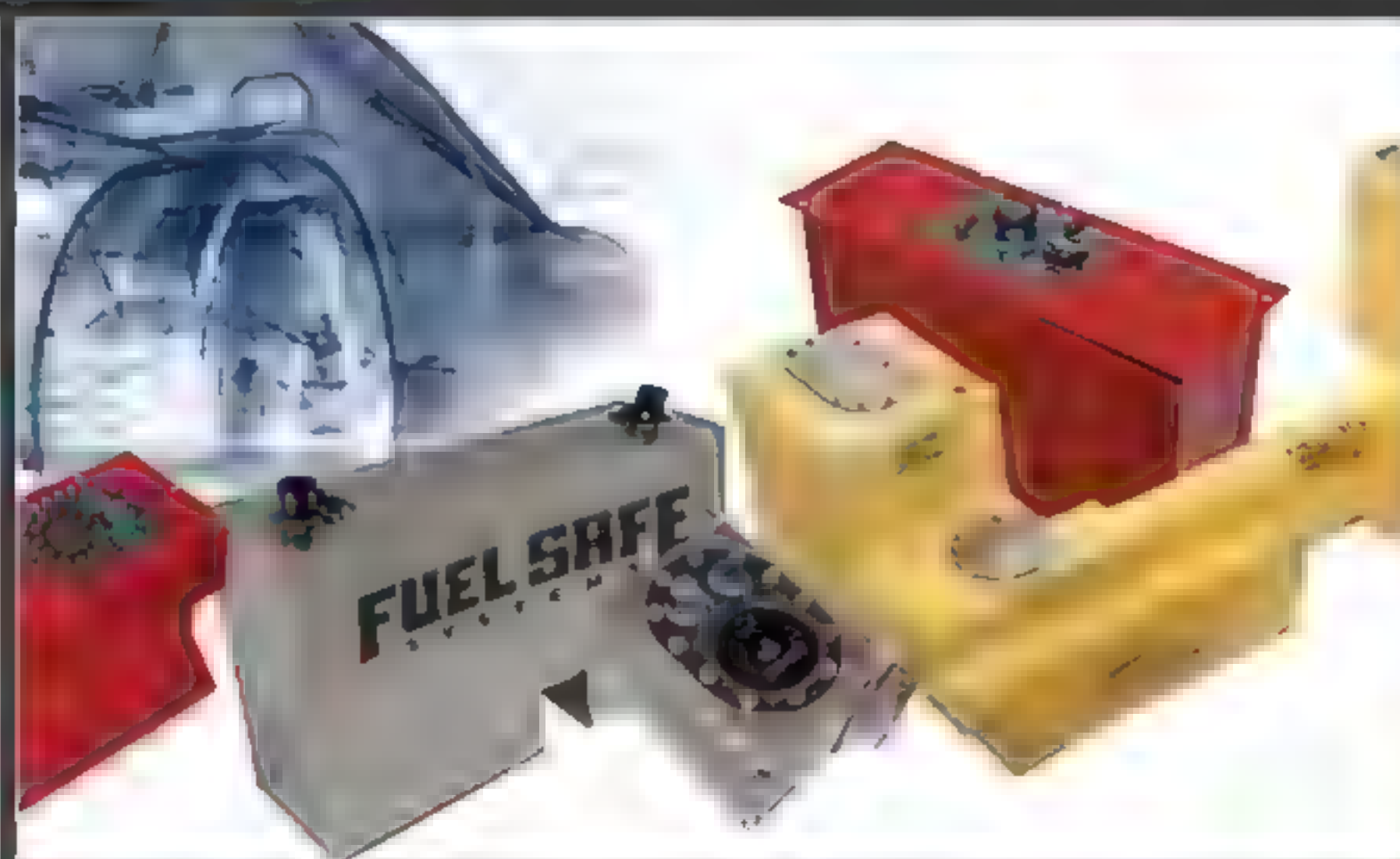
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THE GOOSE AIMING FOR GOLD

The return of Euro NASCAR to Brands Hatch this weekend offers a veteran racer a chance of glory 30 years on from Festival win that set him on his way

JAMES NEWBOLD

After a year's enforced absence due to COVID-19, Euro NASCAR roars back onto UK soil this weekend to a soundtrack of throbbing 5.7-litre V8 engines at Brands Hatch's American SpeedFest. To say that plenty has changed in the world at large since its last visit in June 2019 would be an understatement, but the calibre of drivers competing at the sharp end certainly hasn't.

Its leading light is three-time series champion Alon Day, who notched up his latest title in last year's pandemic-afflicted season of five rounds packed between September and December, while the returning series regulars include 1997 Formula 1 world champion Jacques Villeneuve and Belgian veteran Marc Goossens, who 30 years ago marked himself out as a name to watch by winning a typically frantic Formula Ford Festival (see page 59).

The 51-year-old would go on to become a race winner in Formula 3000, finishing third in the standings in 1995 and 1996, with only a lack of budget preventing an F1 graduation. Following a stint in Japan, >>



Sportscar veteran Goossens believes he can still be competitive

NASCARWHE: EN EURO STEPHANE AZEMARD



NASCARWHELEN EURO/STEPHANE AZEMARD

'The Goose' earned a reputation as an F3000 troubleshooter, which explains his presence alongside young Astromega team-mate and race winner Fernando Alonso on the podium at Spa in 2000.

Now with 13 Le Mans 24 Hours starts under his belt and 10 in the Daytona 24 Hours (he has twice finished third at Daytona), Goossens is also one of few European drivers to have raced in the NASCAR Cup series, making him well-placed to assess the merits of Euro NASCAR. "It's the most fun championship I know right now," he asserts. "It's back-to-basics, you have a four-speed manual gearbox, H-pattern, carburettor to take care of, so it's still the real deal."

Goossens's two NASCAR Cup outings for Robert Yates Racing (both on road courses, at Watkins Glen in 2006 and Sonoma in 2007) came during a period of excess for the series where he found regular employment as a test and development driver. Testing was drastically cut back when the global economic crisis of 2008 struck, closing the door on further opportunities in NASCAR. But he says the 400bhp European equivalents have many of the same qualities, even if they are underpowered compared to their US counterparts ("back in 2006 I had 850 in my Roush-Yates engine") to reduce costs.

"The pure form of racing, I did find that in Europe," he says.

"IT'S THE MOST FUN CHAMPIONSHIP I KNOW RIGHT NOW. IT'S BACK-TO-BASICS – IT'S STILL THE REAL DEAL"

"In order to be successful in building a series in Europe, you have to make sure that it is affordable and I think they did a very good job in putting together what they have now. If you look at the numbers, you'll realise pretty soon that for drivers or sponsors, there are not a lot of championships that go all over Europe and are so cost-effective, because it's not very expensive for the amount of exposure that you can get."

Goossens explains that €85-90,000 is deemed "a pretty good budget for the season" and would likely include a pre-season test day, but points out that, as with any form of motor racing, "you can make it as expensive as you want".

"There are also teams that are charging €120,000 per driver," he says, "but I don't know what they do with the €40,000 extra..."



NASCARWHELEN EURO/STEPHANE AZEMARD

Goossens (left) was second at Zolder last season

HOW GOOSSENS'S BRANDS HATCH LOVE AFFAIR BEGAN

Despite winning 11 out of 18 races in the 1991 British Formula Ford Championship with Van Diemen, Marc Goossens only pipped team-mate Russell Ingall to the title by five points. That meant the stakes were high for the Formula Ford Festival, an event seen as crucial to the fortunes of aspiring Formula 1 drivers.

A second-year Formula Ford racer, Goossens had backing from Marlboro that would smooth his path to British Formula 3 in 1992 with West

Surrey Racing, but still felt pressure on his shoulders at the Festival.

"Every race that I started in that time, I needed to prove that I could win," he says. "I didn't have the financial background at home, I was depending on sponsorship and had to convince Marlboro the entire time that I was worth it."

In the end, Goossens had a smooth path to the final and was never headed on his way to victory, but was under constant pressure from Ingall. "He was on my gearbox for about 17 laps," recalls Goossens. "We couldn't make one mistake or we'd have been out of it. I must admit, I was looking in the mirror quite a bit that day!"

Goossens was finally able to breathe a sigh of relief when Ingall was knocked out by Dino Morelli. Goossens is convinced that Ingall, who earned the nickname 'The Enforcer' in his subsequent career

in Australian V8 Supercars, would have punted him wide, had Morelli not got to him first.

"[Ingall] was going to take me out, that's for sure," Goossens says. "I was most worried about when and where was he going to bump me and how was I going to recover. It was going to happen; he just waited a bit longer than Dino!"

Only then could Goossens begin to set lap record pace, achieving the landmark on the penultimate tour. "We had a good pace, but the other guys did as well," he recalls. "It was about creating the right package, which both Russell and I had at Van Diemen at that time."

"The Festival was very important. It was a race that everybody knew, and winning that is still probably one of my best experiences in my career."



Goossens has fond memories of his 1991 Festival triumph

SUTTON MOTORSPORT IMAGES



Goossens faced pressure from Van Diemen team-mate Ingall

SUTTON MOTORSPORT IMAGES

It all comes down to having a good car that we can put a good show on with. It's close racing, we all have the same cars, and the whole bumping thing and rubbing doors, it's hard to do that in an Audi R8 [GT3] if you know the financial impact of hitting someone. It's action-packed, to put it that way."

Goossens's Euro NASCAR journey began with Braxx Racing in 2016, although IMSA SportsCar Championship commitments that year and in 2017 caused him to miss a few rounds. "Then, after that, we had some difficult seasons with Braxx to get the finances together to go and run a proper programme," he says.

This prompted a switch to former GP2 team Racing Engineering for 2020, only for the Spanish squad to pull out of the series "about three weeks after we made the deal". A return to Braxx appeared on the cards until the pandemic hit – "so two deals collapsed before we even got started" – but a last-minute agreement with CAAL Racing secured Goossens's place on the grid, and he ended the year fifth in the points.

A late deal with Norbert Walchhofer's DF1 team "about a week before the whole show started" meant he hadn't tested before this year's first round at Valencia in May. "Of course I always want to win, but you cannot always win, so I decided for that first weekend to stay out of trouble," he says.

In this he succeeded, managing two top-10 finishes to come away eighth in the standings, ahead of Day, who was pushed off in race two. "The first thing I did was try to put the whole DF1 team on my shoulders and carry them along," he says. "I don't necessarily know how it all needs to be done, but I know a lot about how it shouldn't be done! I'm still very motivated; my body still allows me to try to perform at that kind of level and I'm not broken on Monday and Tuesday. I think I'm still competitive enough."

"Team FJ [series promoter] is putting a pretty good show together. It shows every year in Brands Hatch because the crowds



Brands Hatch has been a happy hunting ground in Euro NASCAR

NASCAR WHELEN/STEPHANE REMARD

that come out for that race, it's unbelievable."

Given Goossens's history with the Kent circuit, where he has six top-five finishes with a best of second place (2018) in eight Euro NASCAR appearances, he's naturally looking forward to Brands. "It's a track that I like, where I have been fairly successful in the last 30 years, so I have a lot of expectations for Brands," he says. "I'm here to win, and if I can take myself to a position where I can challenge for podium finishes or top fives that would be great. We have to keep digging to make the whole performance of the group better, so that we win races soon." ❧

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JRM STEPS BACK FROM RACING

BRITISH GT

Martin Plowman and Kelvin Fletcher's Paddock Motorsport outfit has taken over the running of their Bentley Continental GT3 in British GT, following JRM's decision to cease its racing activities due to financial concerns.

JRM, which won the opening 2019 British GT3 race with Seb Morris and Rick Parfitt Jr, has been involved with the championship and other series for a number of years, notably winning the 2011 FIA GT1 drivers' title with Michael Krumm and Lucas Luhr, and finishing sixth overall at the 2012 Le Mans 24 Hours.

The team ran the Bentley for Plowman and Fletcher at this year's opening British GT event at Brands Hatch, but the COVID-19 pandemic has had a huge impact on the company, which is now undergoing

a restructure and will cease its involvement in racing for the immediate future.

"It's no surprise that companies like ours have been hit by the pandemic, which has left us in a difficult financial position," said Jason King, managing director at JRM. "What we're trying to do at the moment is restructure, rebuild, but there's certain parts of the business like the racing that was never profitable and we did it for a marketing exercise more than anything.

"But we agreed with Martin, Kelvin and Mark Plowman, Martin's dad, that they would continue with the racing and that we would support from an engineering side of the business."

King confirmed JRM, which mainly deals with major projects for clients such as Subaru and Bentley as well as manufacturing, is "much smaller than it was originally but sometimes you've got to go backwards to

go forwards" and that it hasn't entered into receivership. "The racing side of the business was probably 10% if not less," added King. "Certainly, going forward, we won't be out there running teams."

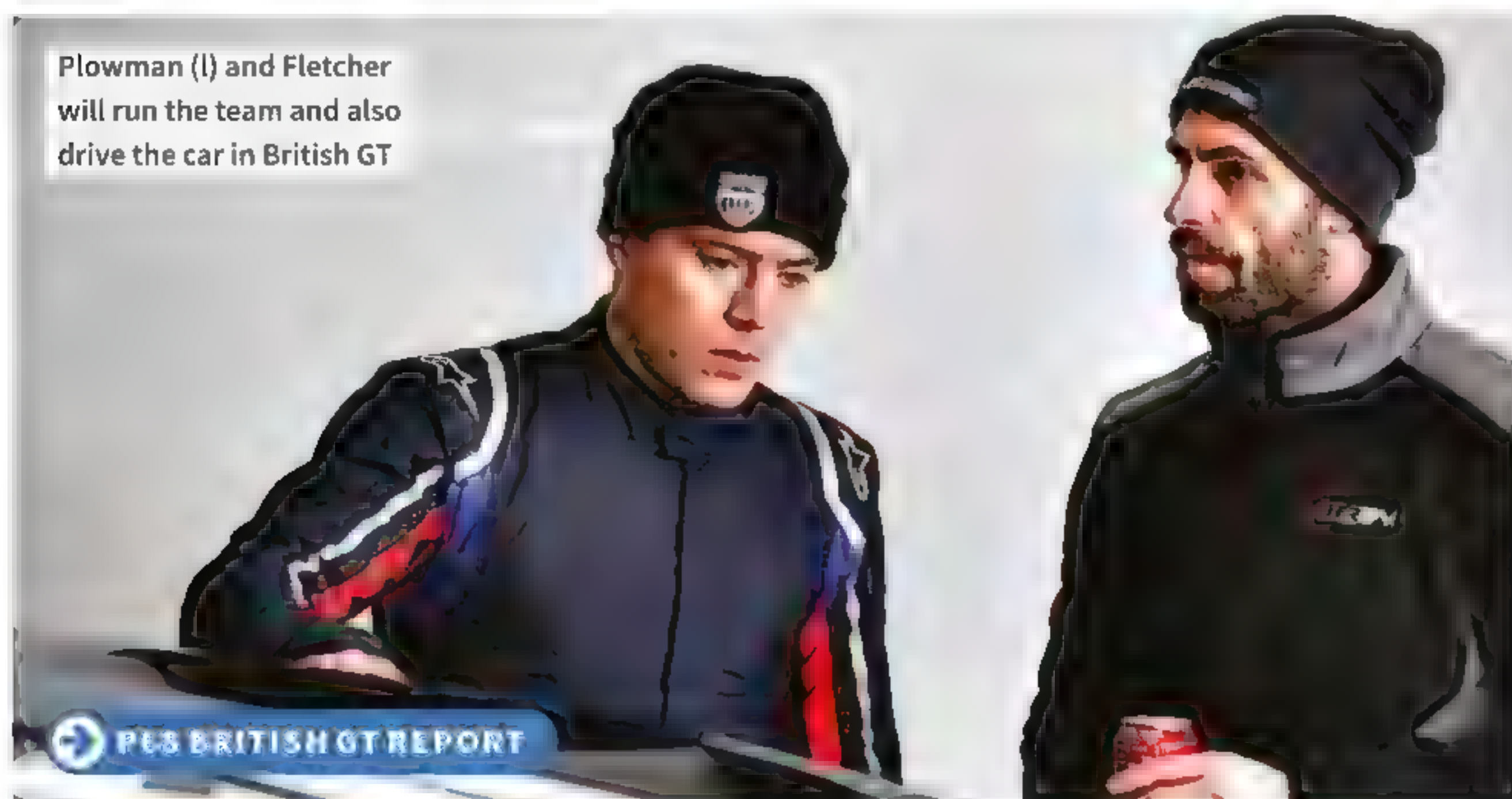
Plowman and Fletcher, 2019 British GT4 Pro-Am class champions, had originally planned to race with JRM in British GT last year but the pandemic meant they deferred their entry. Their Paddock Motorsport squad was set up in 2019 and contested the Mazda MX-5 Supercup, and expanded its programme to run two McLaren 570S GT4s in the GT Cup this season before taking over the operating of the Bentley from the Silverstone round last weekend.

"Paddock Motorsport has taken over the running of the Bentley for the remainder of the season," confirmed former IndyCar driver Plowman. "We've carried over the core crew, engineers, staff, mechanics, and we're just determined to see out the season. As a team, we're really excited to take this step up and be put in this position to make this transition into GT3 racing.

"It backs up the hard work we've done in GT4 in the GT Cup, which made it a lot easier to step up. I'm really proud of all the people involved in the last six months. It's been fun and surreal to be team owners and drivers, but we're coming to the track with our driver hats on.

"We're looking to finish the season, funding dependent. To do as much of the season as we can depends on COVID. We really need to bring sponsors and guests in so we hope they will start easing the restrictions."

STEFAN MACKLEY



Unique Jaguar Egal set for track return

HISTORICS

The famous Galaxy-engined Jaguar E-type, known as the Egal, will be back on a UK race track in the near future after an absence of around half a century.

In the mid and late 1960s, the fearsome seven-litre one-off was raced by Chris Summers and Barrie Williams and proved to be a regular winner in club racing. It was later sold to a buyer in the US and only returned to the UK a few years ago. Since then, Chris Keith-Lucas at CKL Developments has been restoring it to period specification and says there are plans to race it once more.

The car was originally built by Geoff Richardson for owner Rob Beck, and Williams recalled it being fitted with a Holman and Moody Galaxy marine engine. The E-type chassis came from a semi-lightweight car, shunted by Beck at Castle Combe. The result was a ferociously powerful car that 'Whizzo' Williams tamed with considerable success in club racing.

While in the US, the car was used on the road before starting a long restoration. The owner passed away before



Egal did demonstration runs at Shelsley Walsh earlier this year

the work was complete, and Keith-Lucas saw it advertised for sale.

"I went over to New York, saw it over there and verified it and then we brought it back," said Keith-Lucas, who has secured its original registration of '590 DXR'. "In America it grew even wider than it really ought to have, but apart from that it is very much the car, and close inspection of it reveals all the old dings and dents."

It was taken to the recent E-type 60th birthday celebrations at Shelsley Walsh

and did some demonstration runs.

"I've got the dyno figures where it has over 600 lb ft of torque, so it's really an absolute monster," said Keith-Lucas. "We do have plans to run it. It is a complication because a car like this was never homologated. It did a huge amount of British club racing, but it didn't do international events, so that limits what you can do. But there are a number of race organisers in this country who'd love to see it in their events."

PAUL LAWRENCE

Keen at a loss to explain lack of pace

BRITISH GT

Multiple British GT race winner Phil Keen is at a loss to explain why he and team-mate Michael Igoe were so far off the pace at the championship's Silverstone three-hour round last weekend.

The pair entered the event as points leaders after guiding their WPI-Motorsport-run Lamborghini Huracan GT3 Evo to a dominant victory at the Brands Hatch opener in May.

But, while the Barwell

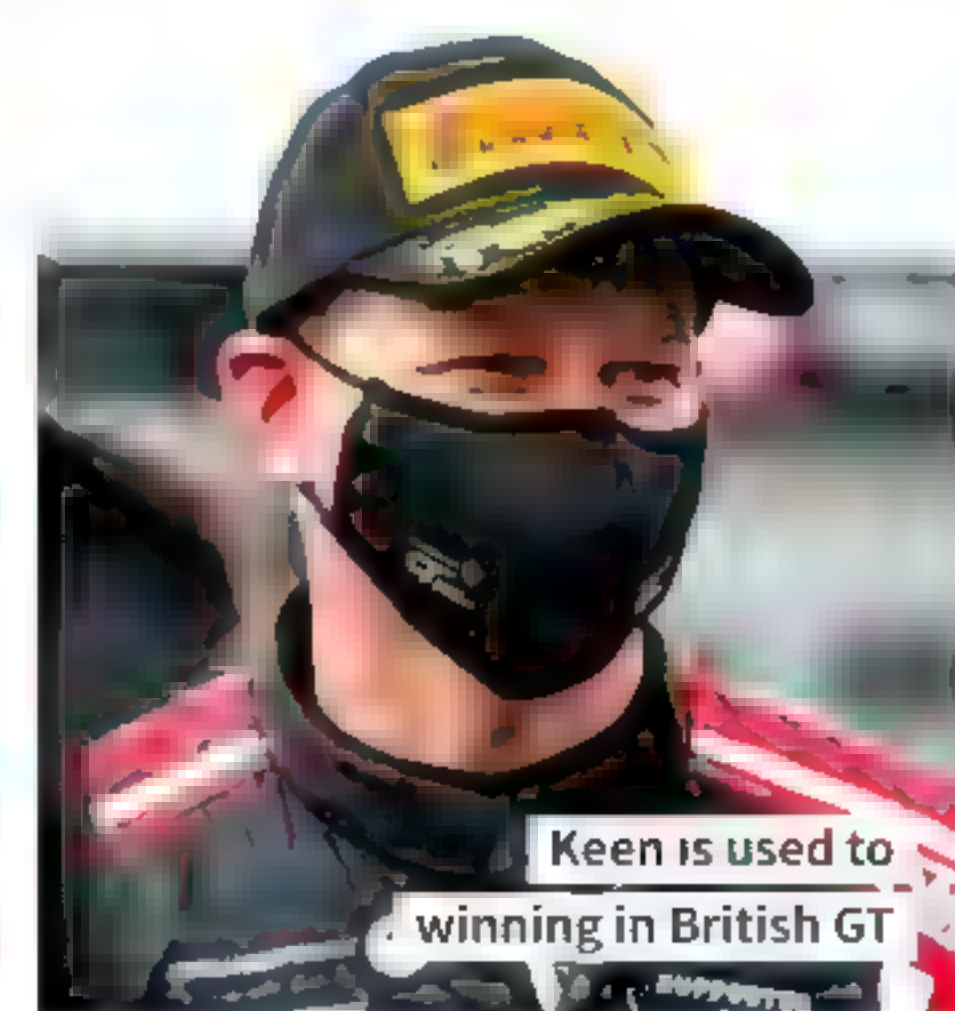
Motorsport Lamborghinis took second and third at Silverstone, Keen and Igoe could do no better than 11th in their Lambo, and consistently circulated two seconds per lap off the pace of the frontrunners all weekend.

"We don't really know what the problem is," admitted Keen. "Michael had an accident two weeks ago here, has that done some chassis damage?"

"At Brands Hatch we were competitive and we've been competitive everywhere else we

have been. I can't see we're two seconds away with the set-up.

"We'll take it back to the workshop and try and run it at a circuit where we have relevant data. If we go there and the car doesn't perform, it will be a complete stripdown. We've already changed the dampers, gearbox, everything. The guys worked really hard all weekend, they worked until midnight every night. I think we'll be OK but it's just one of those things."



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Keen and Igoe now sit third in the standings, six points off the top spot.

STEFAN MACKLEY

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CDR to investigate Simmons's tub after Silverstone struggles

BRDC BRITISH F3

BRDC British F3 pre-season favourite Ayrton Simmons will have his chassis investigated by his Chris Dittmann Racing team after struggling for pace at Silverstone last weekend.

Understeer consigned Simmons to 14th fastest in qualifying, and he was classified 10th in each of the first two races, before salvaging a reversed-grid win.

Hidden damage to the car could be a legacy of Simmons's clash with Bart Horsten at the Brands Hatch season opener in May. After initially suspecting the dampers, CDR resorted to changing the car's entire rear end after qualifying.

"We haven't been out since Brands," said team boss Chris Dittmann. "The budget isn't there, unfortunately, to test a lot so first time back in the car was Thursday.

"After qualifying, we could see a clear issue. Our car is strong round here and Ayrton is lightning quick, so it's very frustrating for us when we can't pinpoint the issue. But the team did an absolutely amazing job after qualifying, and we were here until 1am [on Sunday] going through absolutely everything. It's still not 100% clear what it was, but that's something we need to check at the workshop."

Further set-up work between races improved the rebuilt car's handling, enabling Simmons to win the reversed-grid race three. "They've worked incredibly hard all weekend trying to get round the problem," said Simmons. "I think the main issue was probably the tub, which you're not allowed to swap during the weekend. We managed to get round the problem as much as we could."

MARK PAULSON



NO FIRM PLANS FOR ABBOTT OR 2 SEAS AFTER WIN

BRITISH GT

Hunter Abbott and 2 Seas Motorsport have yet to decide whether they will contest further British GT events this year following their surprise win at last weekend's Silverstone three-hour round.

Abbott and Martin Kodric placed the team's new Mercedes-AMG GT3 (below) on pole by nearly two seconds, and led the majority of the race before eventually taking victory.

"2 Seas have done a really good job, they are a cracking team," said Abbott, who last raced in British GT in 2016. "I would love to do more races but I don't know what's going to happen."

The 2 Seas squad competed last year in British GT with two McLaren 720S GT3s. Although there were highlights – notably a win at Snetterton – unreliability meant a switch to the Mercedes. Team boss Nick Cristofaro says the squad will "pick and choose" events this year but that winning with a new machine has been crucial.

"It's what we needed," he said. "Longer-term, it's good for us and good for the customers. That was the thing: prove we could do a good job with a new car, and we've ticked that box."

The Newbridge Motorsport Aston Martin that took top honours in GT4 will return for the remaining rounds, with Matt Topham sharing driving duties alongside Darren Turner and Darren Burke. "Our ambition is to do as well as we can this year and see where the future takes us," said team boss Richard Tovey. "We see British GT as a feeder to a longer journey we have planned."

STEFAN MACKLEY



Patterson out for abusive behaviour

BRDC BRITISH F3

Dexter Patterson was disqualified from the BRDC British F3 Silverstone round after being found by the clerk of the course to have been abusive towards a marshal and fellow competitor.

The Douglas Motorsport driver collided with Bryce Aron at Luffield in the second race of the weekend and was forced to pit for a new nose. He finished 17th, and the two incidents happened after the race.

Officials found the Scot in breach of Motorsport UK Regulation C1.1.9 – abusive behaviour, physical assault, or threats of physical assault within the area under control of the organising club.

Patterson was disqualified from the first two races, banned from competing in the third, and issued six penalty points on his racing licence.

"It's not necessary," said Giles Butterfield, operations manager of MotorSport Vision, which runs the championship. "I know people get frustrated but they need to learn to control their frustrations. Unfortunately, he signed his exit from the weekend by just behaving in a way that's not acceptable."

• Alex Fores was unable to race at Silverstone, having amassed 12 points on his racing licence over the past 12 months, including for a collision with Roberto Faria at the opening Brands Hatch event in May.

STEFAN MACKLEY

Slyfield takes fortunate win at Santa Pod

BRITISH DRAG RACING

Following round one's rained-off start in May, round two of the Motorsport UK British Drag Racing Championship finished unscathed by adverse weather last weekend.

COVID-19 restrictions continue to reduce the entry list, with several European regulars still unable to attend. The race nevertheless delivered career-best performances, a little drama and an unexpected finalist.

Pro Modified is the championship class. Pro Mods are drag racing's quickest, fastest 'doorslammers', a vernacular term encompassing all full-bodied cars with sprung chassis and functioning doors. These, however, are pure-bred racing machines clad in lightweight replica bodyshells. Any resemblance to road-going vehicles is not even skin-deep.

Five-second elapsed times are Pro Mods' gold standard, and Nick Davies laid an early marker during Friday qualifying with a career-best 6.001 seconds, before breaking the barrier at 5.973s on Saturday. Davies' 243.72mph secured Top Speed of the Meet.



Ford Thunderbird driver Slyfield profited from Nicholson's final disqualification

SANTA POD

The turbocharged Pontiac Firebird fielded by Davies and business partner Rob Loaring from their Silverstone engineering firm is still a work in progress, despite debuting in 2018. American Pro Mod racers typically make more runs in a single season than their UK counterparts accumulate in three.

Kevin Slyfield's supercharged Ford Thunderbird, 2015's champion, is favourite again this year. On Friday, an internal engine component reputed never to break, broke. Slyfield spent Saturday at his precision engineering works in Dorset fabricating

a replacement and returned to set Low Elapsed Time of the Meet at 5.943s in Sunday's opening round. Slyfield beat Davies in a semi-final 'match of the day' to set up a final-round bout with Yorkshire's Wayne Nicholson.

A Pro Mod racer since 2008, Nicholson had never reached a final, and squandered a chance of a maiden victory with a red light, earning instant disqualification, while Slyfield, out of shape, slalomed wildly to a lucky win.

ROBIN JACKSON

Multiple BRC champion Cronin set for comeback



Cronin won 2017 title when he last rallied a Fiesta in BRC

BRITISH RALLYING

Multiple British Rally champion Keith Cronin says he is staying "realistic" ahead of his return to the competition next weekend.

The 34-year-old is due to be back for the Nicky Grist Stages and will use this weekend's M-Sport Stages Rally to reacquaint himself with driving on gravel.

Cronin has reverted to a Ford Fiesta – the supermini that landed him a fourth crown in 2017 – for his five-round campaign.

"The new Fiesta has had a lot of development work performed on it, especially for UK roads, so it should be competitive," he said.

The 2018 Ypres Rally was Cronin's last competitive outing, in a Hyundai i20,

with work commitments and the subsequent COVID-19 pandemic putting paid to any hopes he had of returning sooner.

"Three years is an awfully long time," he added. "I can't possibly be anywhere near the front – I'm not stupid – but I believe I can get on the pace. It's just going to take a while to do it."

JASON CRAIG

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Aguilera escapes serious injury in Brands smash

GINETTA JUNIOR

Ginetta Junior rookie Ian Aguilera escaped with just concussion from a frightening Brands Hatch crash last weekend.

Aguilera was battling with Joe Wheeler in the second race when the pair tangled at Paddock Hill Bend. As Aguilera's R Racing machine returned to the track from the gravel, it was struck hard on the driver's side by Ed Pearson, who was unable to avoid him.

The impact briefly knocked the Mexican unconscious before he was eventually able to emerge from his battered car himself and was taken to hospital for checks.

"He's OK – he got discharged from hospital the night of the accident," said R Racing team boss Jamie Ross. "He's got a little bit of memory loss and I don't think he can remember what



JEP/MOTORSPORT IMAGES

happened. It shows how strong the cars Ginetta builds are – it could've been much worse.

"It's good we've got a big gap to Oulton [Park, the next round at the end of this month]. He wants to get out testing as soon as possible just to get his head back in gear."

Pearson was able to get back out in race three after being cleared to race and used a spare Richardson Racing car to take 17th place.

STEPHEN LICKORISH

GT winner Mitchell makes front-wheel-drive return in Mini

MINI CHALLENGE

Former British GT4 champion Jack Mitchell made a return to front-wheel-drive machinery in the Mini Challenge at Brands Hatch last weekend and enjoyed an eventful three races.

Mitchell, who raced in the Renault UK Clio Cup in 2015 and tackled two Mini events that year before his switch to GTs, used the weekend to explore different options for next season.

"The plan was to get me out and have some front-wheel-drive experience," said Mitchell, who raced a 2 Seas McLaren GT3 in British GT last season. "This year is to get everything ready for next year. I knew it would be a bit strange going back to a

front-wheel-drive car and I had been used to all that downforce. I'm really enjoying myself being here and learning the car."

He was right on the pace and finished the opening contest second, on the tail of Excelr8 Motorsport team-mate Max Bird. He again shadowed Bird in race two but it all went wrong on the final lap when a move into Paddock Hill Bend sent Bird off and left Mitchell disqualified.

He was "gutted" by the result but knew he was "strong on the brakes into Turn 1" and felt he was sufficiently alongside Bird. Mitchell was then 22nd in the finale having been required to start from the pitlane.

STEPHEN LICKORISH

P72 BRANDS HATCH REPORTS



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IN THE HEADLINES

BRITISH F4 POINTS TWEAK

British Formula 4 has tweaked its points system for its new-for-2021 fully-reversed-grid race. In addition to the top eight scoring, a point will also be awarded for every place a driver gains from their starting position, in order to give a greater incentive to frontrunners circulating at the back. A grid of 19 cars was achieved at Brands Hatch – the category's highest entry since 2017 – making it tougher for pacesetters to fight through to the top places.

JONATHAN MILES 1963-2021

The worlds of historic racing and rallying will be rocked by Jonathan Miles' death, from cancer, aged 58. Jon graduated from trackdays and built a fine car collection. In recent seasons, he rallied internationally and raced the ex-Alan Mann Racing/Frank Gardner Group 5 Ford Cortina Mk2, and shared a Mustang with son Adrian and Dave Coyne. "Jon was fiercely competitive, an absolute petrolhead who got the competition bug big time and wished he'd started sooner," said Tony Absolom, who prepared several of his cars.

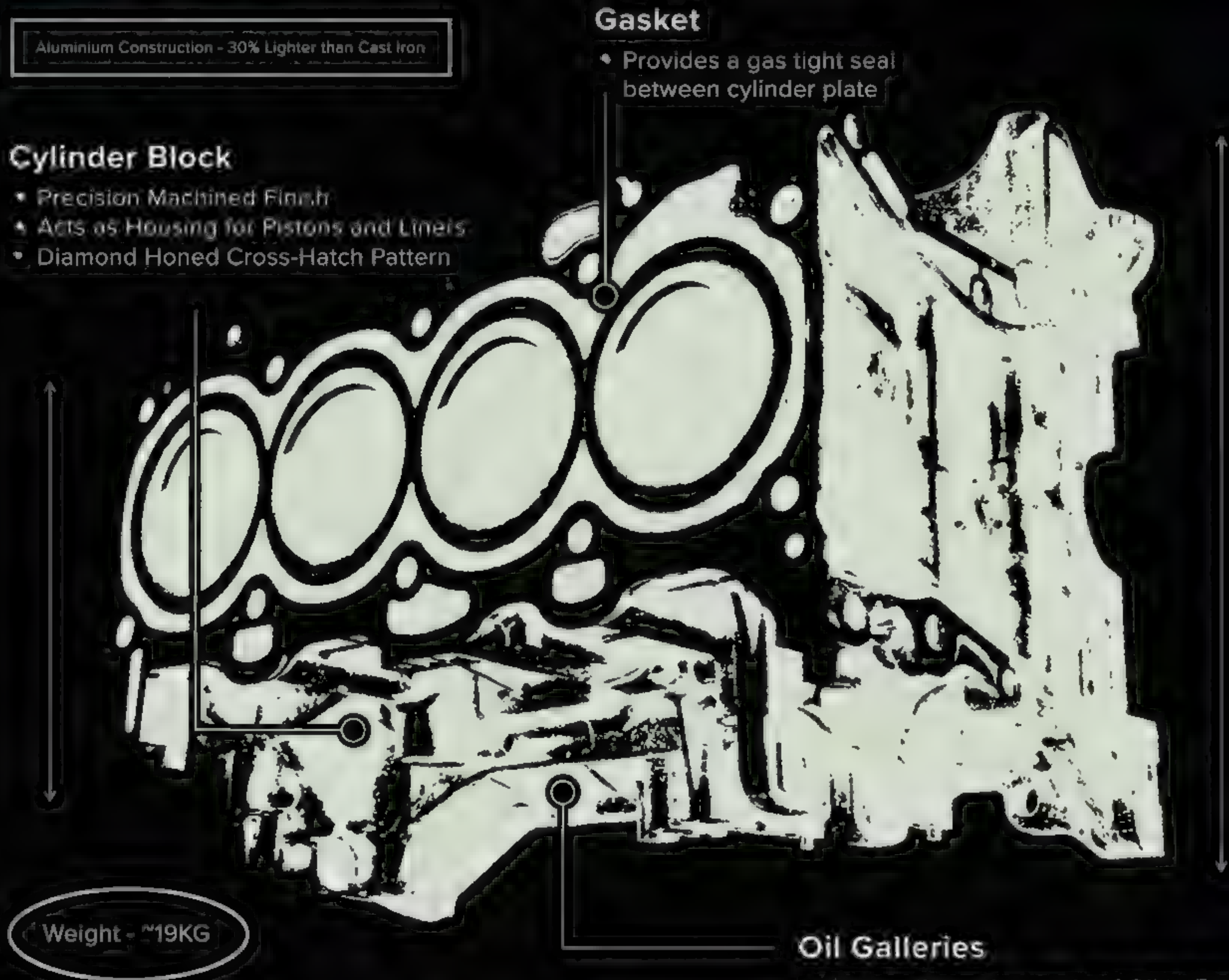
BAILEY ENDS 18-YEAR LAY-OFF

Nick Bailey returned to racing at Donington Park last weekend in his Sports 2000 Royale S2000M in Thundersports after an 18-year sabbatical. "This is midlife crisis number four," he said, having first started racing karts in the 1970s. The car was originally a works-owned chassis and was later raced by Andrew Colley.

KESTREL FLIES TO RECORD

The Flying Kestrel, a 1930s Riley Kestrel 9 (below) that was found rotting in a Dutch barn and restored during lockdown, has set a new straightline UK land speed record. Jonathan Webster took the car to 159.634mph on the Elvington airfield track in Yorkshire, which officially broke the record for a Class D 2.5-litre engine for the Half Mile Standing Start.





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John Pope Special returns to competition after 39 years

YORKSHIRE MOTORSPORT FESTIVAL

The fabled John Pope Special, debuted in the first official Super Saloon race at Snetterton in 1974, returned to competition in last weekend's Yorkshire Motorsport Festival's Wolfstones Hillclimb, 39 years after its last outing when Gerry Marshall raced it in an Aston Martin Owners Club Allcomers event at Silverstone.

Built by St Albans farmer Pope on a Vauxhall Magnum coupe shell, the road-registered beast was powered by a 5.3-litre Aston Martin V8 engine mounted in a tubular steel subframe. Twin turbochargers were added for 1975, boosting power to 600bhp. Guest driver John Homewood scored the JPS's only

outright race win at Lydden in 1975.

After decades under the radar, the JPS was advertised for sale in 2014. "Fantastic, just my type of race car: noise and smoke and up to 900bhp," said buyer Geoff Harris. Encouraged by Marshall's son Gregor and the late Ricky Parker-Morris, it has taken four years to recommission.

With a new rollcage and fuel tank, rebuilt engine, gearbox and exhausts for the JPS, Harris enjoyed the shakedown. "It has incredible straight-line speed, but with little rear end damping handled like a trolley jack," he said. "[Nonetheless] it finished all its runs." Following tests to sort suspension and brakes, he intends to compete in Classic Sports Car Club Special Saloon & Modsports races.

DAVE SMITH

EX-DEPAILLER MARCH SET TO JOIN F2 FIELD

HISTORIC F2

Three more cars are set to join the Historic Formula 2 grid this season, notably including the ex-Patrick Depailler March 752 now owned by Mark Richardson.

Richardson, who also races a Lola T290 in Thundersports, has had the 752 for three years after buying it from Jim Gathercole. It has now been restored to original 1975 specification and put back into period livery. It was also raced by Brian Henton and later Ray Mallock in the 1970s, but is not thought to have raced for many years.

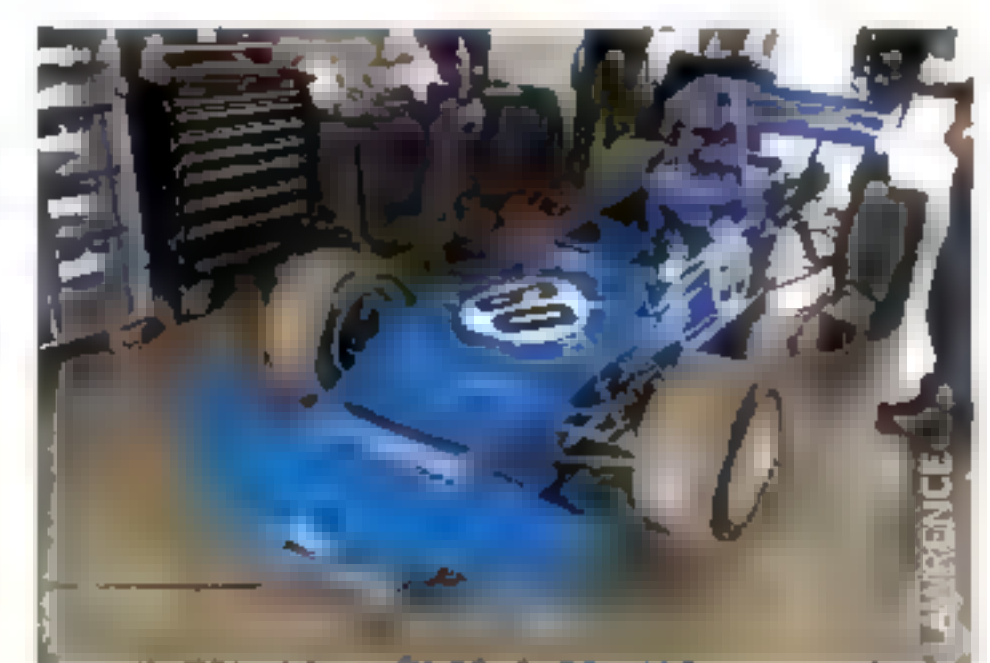
After a test at Donington Park last week, Richardson plans to debut the car at the Silverstone Classic. "This is its first time out and I'm very excited to give it a run," said the garden designer, who first raced in Formula Vee in the 1980s.

Teenager Samuel Harrison plans to join the F2 grid at the Silverstone Classic in a Lola T240, which will start off running in Formula Atlantic trim. "It's a work in progress but the Classic at Silverstone is certainly our target," said Harrison, who has made his name so far in Classic and Historic Formula Ford.

Meanwhile, Scottish racing newcomer Syd Fraser recently tested his latest acquisition, a 1600cc F2 March 712, which was the Mike Beuttler car in 1971. Fraser, now 63, has only been racing for three seasons.

"It's a post-mid-life crisis," said the Aberdeen driver, who started off doing trackdays. He has progressed through Formula Ford and Formula Junior and says that the F2 car (below) is the next step on the ladder. "I just want to find out if I can do it," said Fraser.

PAUL LAWRENCE



Bailey's Escort pips Hill's Mini to win

YORKSHIRE FESTIVAL

Steve Bailey improved on the final run in his Ford Escort Mk1 to take the spoils from the Maguire Mini of Graham Hill in the inaugural Wolfstones Hillclimb as part of the Yorkshire Motorsport Festival, after Hill had topped the opening runs to hold the overnight lead.

The closed-roads hillclimb was the competitive element of the event, which was due to run for the first time last year

before being cancelled amid the coronavirus pandemic. With entries restricted to pre-'86 cars, there was plenty of nostalgic machinery.

In the Pre-War cars, Roger Tushingham's MG N Type Magnette was never seriously challenged, finishing 11.48s up on the Austin of Adam Forster.

There were four different Production, Modified Saloon and Sports classes based on age and capacity.

In the 1966-75 over-two-

litre division, Chris Livesey had the pace over father John in their ex-Tommy Entwistle GEM TVR Grantura Prototype and was third best overall.

Neil Brogden's Peugeot 205 GTi took the other class for 1976-85, but only 0.29s clear of Terry Deere (Talbot Sunbeam Lotus).

In the Special Saloons, Hill won the smaller-engined class from Ian Medcalf's Fiat 500, with Neil Russell (TVR) the larger-class winner.

PETER SCHERER

Winning return for 2 Seas with Abbott/Kodric

SILVERSTONE
BRITISH GT
27 JUNE

Hunter Abbott and Martin Kodric were the dominant force in British GT's blue riband event, as they convincingly won the Silverstone 500 for the returning 2 Seas Motorsport squad.

The part-time entry had already set down a marker in qualifying, placing the team's new Mercedes-AMG GT3 clear by 1.7 seconds, although its advantage proved to be not as large in race trim.

Surprisingly, the three-hour contest ran without any caution periods – which allowed for a new distance record to be set – with a range of different strategies being implemented as all crews were required to make three driver changes at some stage.

Abbott led from the outset, pulling out almost a second a lap initially to build up a sizeable lead, while Ian Loggie (RAM Racing Mercedes), Brendan Iribe (Inception Racing McLaren 720S) and Adam Balon (Barwell



Motorsport Lamborghini Huracan Evo) circulated in close proximity behind.

Iribe made a decisive move up the inside of Loggie at Brooklands after 15 minutes and immediately pulled away, but just two laps later his and team-mate Ollie Millroy's race was over after a coming together with the GT4 Mercedes of Dave Whitmore through Becketts, which damaged the GT3 car's right-rear suspension.

Taking avoiding action, Loggie dropped behind Balon, Giacomo Petrobelli (TF Sport Aston Martin Vantage) and the fast-rising Richard Neary, whose Abba Racing-run Mercedes had started 10th. Neary made further progress, disposing of Petrobelli around the outside of the left at Club at the 30-minute mark and moving onto the back of Balon, who was 12s behind Abbott.

Unable to find a way past the Huracan, Neary was the first of the leaders to pit after 42 minutes, handing over to son Sam. Any hopes of challenging for victory were

dashed moments later, though, when Neary Jr brought the car back in after it had suffered terminal gearbox issues.

Abbott stopped for the first time just after the hour mark, handing over to Kodric, but any advantage had all but evaporated as Dennis Lind had closed to within a second and a half in his Barwell-run Lamborghini.

The Dane took over from Leo Machitski, who had spun in spectacular fashion through Farm Curve on the opening lap and dropped to the rear of the GT3 field before making an impressive recovery and being one of the first to stop. Some blistering laps while other cars circulated with Am drivers had brought Lind into contention and he soon took the lead from Kodric on the inside of Woodcote, edging out more than seven seconds before diving into the pits for stop two just before the halfway point.

He was followed in four laps later by the Paddock Motorsport entry of Martin Plowman, who after taking over from Kelvin

MAIDEN BRITISH GT SUCCESS FOR TURNER AND TOPHAM

Aston Martin stalwart Darren Turner and endurance racing newbie Matt Topham both took their maiden victories in British GT, as they came out on top of an intriguing strategic battle in GT4.

The duo, who were driving for the returning Newbridge Motorsport outfit, initially languished down in the midfield as polesitter Richard Williams (Steller Motorsport Audi R8 LMS) led from Will Burns (Century Motorsport BMW M4), with Matt Cowley's Academy Motorsport-run Ford Mustang moving up into third in the opening laps having started last due to a lack of running in qualifying

Williams was an early stopper, coming in just before the half-hour mark and handing over to Sennan Fielding, as Burns took up the lead and, once the opening stops had been made, Turner had cycled through to second, ahead of Moore (in for Cowley) and the battling BMW of Andrew Gordon-Colebrooke and Scott McKenna (Toyota GR Supra).

Just past the halfway point, Turner's Aston Martin Vantage took to the front for the first time, passing Gus Burton's BMW along the Wellington Straight and began setting impressive times – which were needed as the Williams/Fielding Audi had already made its second stop and

was a threat for overall victory despite not featuring at the front for much of the race.

Burton, who was victorious with Burns at Brands Hatch, not only had to contend with an additional 14 seconds per stop due to being a Silver Cup entry, but would have to sit for a further 20s at the final stop due to their opening round success. As a result, they gambled on a safety car and didn't make their second stop until 35 minutes were left on the clock, and their final stop with 15 minutes to run.

They were unable to overcome their additional time though, dropping to fourth behind Turner, Fielding and McKenna, who along with John



Mercedes duo led from the start of three-hour race

Fletcher, had steadily risen up the order in his Bentley Continental and had closed to within touching distance of Kodric. But when the Croatian made 2 Seas' second stop a lap later, the car rejoined in a net-lead, with a two-second advantage over Machitski, and Fletcher a further six behind.

By this point, several crews took the decision to extend their second stints in the hope of a caution, with Loggie/Yelmer Buurman, Andrew Howard/Jonny Adam (TF Sport Aston), James Cottingham/Sam De Haan (RAM Mercedes) and Bonamy Grimes/Marco Sorensen (TF Sport Aston) occupying the top spots into the final hour.

Abbott was the first of the net-leaders to make their final visits to the pits and, once all stops had been made, Kodric found himself with a lead of nearly nine seconds, having benefited when the Machitski/Lind machine was forced to serve a 10s success penalty for its third-place finish at the opening round.



Abbott (l) and Kodric were the class of the field

As Kodric guided his Mercedes to victory, Balon's co-driver Sandy Mitchell closed up behind Barwell stablemate Lind over the final minutes. When the former was baulked on the last lap by a GT4 machine entering Hangar Straight, Mitchell made an audacious move around the outside of Stowe, with the pair touching, before completing the pass into Club.

"The team were saying don't try anything risky but you're free to race, especially at this point in the season," said reigning GT3 champion Mitchell. "I went around the outside and it was down to Dennis if he was going to leave the room. I just had enough room."

With the 2 Seas entry not eligible for points, Balon/Mitchell took the maximum 37.5 points on offer but Machitski/Lind now lead the standings. Petrobelli and Charlie Eastwood finished fourth, 20s off the podium battle, with Loggie/Buurman, Howard/Adam, Grimes/Sorensen and Cottingham/De Haan – Silver/Am winners – completing the top eight.

Brands Hatch race victors Michael Igoe and Phil Keen finished 11th, having lacked pace all weekend in their WPI Motorsport-run Lamborghini, while Fletcher/Plowman retired with a suspected broken rear-left driveshaft in the final 30 minutes when on course for a top-five finish.

STEFAN MACKLEY

WEEKEND WINNERS

GT3

(86 laps) **1 Hunter Abbott/Martin Kodric (Mercedes-AMG)**; 2 Adam Balon/Sandy Mitchell (Lamborghini Huracan Evo) +7.231s; 3 Leo Machitski/Dennis Lind (Lamborghini); 4 Giacomo Petrobelli/Charlie Eastwood (Aston Martin Vantage); 5 Ian Loggie/Yelmer Buurman (Mercedes); 6 Andrew Howard/Jonny Adam (Aston Martin). **Fastest lap** Lind 1m59.034s (110.70mph). **Pole** Abbott/Kodric. **Starters** 17. **Points** **1 Machitski/Lind 49.5**; 2 Howard/Adam 45; 3 Michael Igoe/Phil Keen (Lamborghini) 43.5; 4 Loggie/Buurman 40.5; 5 Balon/Mitchell 37.5; 6 Nick Jones/Scott Malvern (Porsche 911 GT3-R) 24

GT4

(78 laps) **1 Matt Topham/Darren Turner (Aston Martin Vantage)**; 2 Richard Williams/Sennan Fielding (Audi R8 LMS) +3.311s; 3 John Ferguson/Scott McKenna (Toyota GR Supra); 4 Will Burns/Gus Burton (BMW M4); 5 Mark Sansom/Charlie Robertson (Ginetta G56); 6 Chris Salkeld/Andrew Gordon-Colebrooke (BMW). **FL** Turner 2m10.937s (100.64mph). **P** Williams/Fielding. **S** 13. **Points** **1 Burns/Burton 55.5**; 2 Williams/Fielding 42; 3 Salkeld/Gordon-Colebrooke 39; 4 Topham/Turner (below) 37.5; 5 Sansom/Robertson 33; 6 James Keil/Jordan Collard (McLaren 570S) 25.5.



For full results visit: tsl-timing.com

Ferguson had steadily brought the Toyota into the podium places.

Despite closing to within two seconds at one stage, Fielding couldn't mount a challenge on Turner, who despite his years of sportscar racing had never won in British GT before, while Topham was making his debut in the championship.

"Newbridge have done a lovely job and they are still getting up to speed with the car," said Turner. "They are a young team with lots of enthusiasm and are really promising."

"Matt did a stand-out performance, it's been his aspiration since he started racing to get into GT4."

STEFAN MACKLEY



Newbridge Aston (l) came out on top at Silverstone



Unstoppable Ushijima stakes his claim for title

SILVERSTONE
BRSCC
26-27 JUNE

Reece Ushijima announced himself as a genuine BRDC British Formula 3 title contender with two almost faultless wins at Silverstone. Pre-season favourite Ayrton Simmons endured a trying weekend before salvaging some decent points with victory in the reversed-grid encounter, as championship leader Zak O'Sullivan continued his strong form with a pair of podiums.

Hitech GP driver Ushijima twice converted pole position into a first-corner lead over O'Sullivan — who started second and third respectively — and was never headed in either race despite the Carlin racer's persistent pressure.

The action largely came behind the leading pair, who might have been challenged by Ushijima's team-mate Bart Horsten in the opening race if the

Australian had cleared Frederick Lubin sooner. The second-row starters dived through the middle portion of the first lap before Horsten made the move stick at Village. Javier Sagrera and Roberto Faria quickly followed through before the unsettled Lubin went off at Becketts, requiring a pitstop to remove grass from his radiator ducts.

Multiple track-limits violations meant Horsten recorded only one representative lap time in qualifying, meaning he would start at the back in race two, so he ran a full set of new tyres to maximise his chances in the opener. He was the fastest man on track, but could only reduce his three-second deficit to 1s at the finish, with the order of the top five remaining static.

Lubin dropped from second to fifth at the start of Sunday morning's sequel, but the Arden racer recovered by passing Christian Mansell around the outside at Copse, albeit off-track, which earned him a post-race time penalty. He then shadowed

Fortec driver Faria as they closed down O'Sullivan, who was suffering with graining.

Having struggled with persistent understeer all weekend (see news), Simmons managed no better than 10th in the opening two races. But from row two of race three's reversed grid, he followed Chris Dittmann Racing team-mate Max Marzorati around polesitter Reema Juffali at Becketts. Simmons dived inside Marzorati at Brooklands on lap two, then made a perfect restart after a mid-race safety car to take his second win of the season. Alex Connor inherited second — his and Arden's maiden podium in the championship — after a rear puncture from contact with Bryce Aron ended Marzorati's race, while Faria completed a profitable weekend in third.

O'Sullivan and Ushijima got embroiled in midfield scraps on their way to ninth and 10th respectively. Horsten, who impressed on his charge to sixth in race two, crashed out after clashing with Mikkel Grundtvig, for which he will serve a five-place grid penalty next time out at Donington Park.

As one of only a handful of returning drivers in 2021, Ushijima's title prospects had gone under the radar, even after a strong weekend at Brands Hatch placed him behind only O'Sullivan and part-timer Oliver Bearman in the standings. But the first-time winner has now closed to within six points of O'Sullivan, the pair well clear of Faria in third.

"The first one's the hardest so I'm glad to get it out the way," he said. "I heard at the beginning of the season that no-one really counted me in it. If we just keep doing what we did this weekend then it should be all right."

Honours were even between Theo



WEEKEND WINNERS

BRDC BRITISH F3

Race 1 (10 laps) 1 Reece Ushijima; 2 Zak O'Sullivan +0.382s; 3 Bart Horsten; 4 Javier Sagrera; 5 Roberto Faria; 6 Sebastian Alvarez.
Fastest lap Horsten 1m56.226s (113.38mph).

Pole Ushijima. **Starters** 17.

Race 2 (10 laps) 1 Ushijima; 2 O'Sullivan +1.174s; 3 Faria; 4 Frederick Lubin; 5 Sagrera; 6 Horsten.
FL Lubin 1m56.450s (113.16mph). **P** Ushijima. **S** 17.

Race 3 (9 laps) 1 Ayrton Simmons; 2 Alex Connor +0.281s; 3 Faria; 4 Reema Juffali; 5 Jose Garfias; 6 Tom Lebbon. **FL** Faria 1m56.584s (113.03mph). **P** Juffali. **S** 16.

Points 1 O'Sullivan 149; 2 Ushijima 143 (below); 3 Faria 90; 4 Simmons 89; 5 Lubin 88; 6 Connor 85.

PORSCHÉ SPRINT CHALLENGE GB

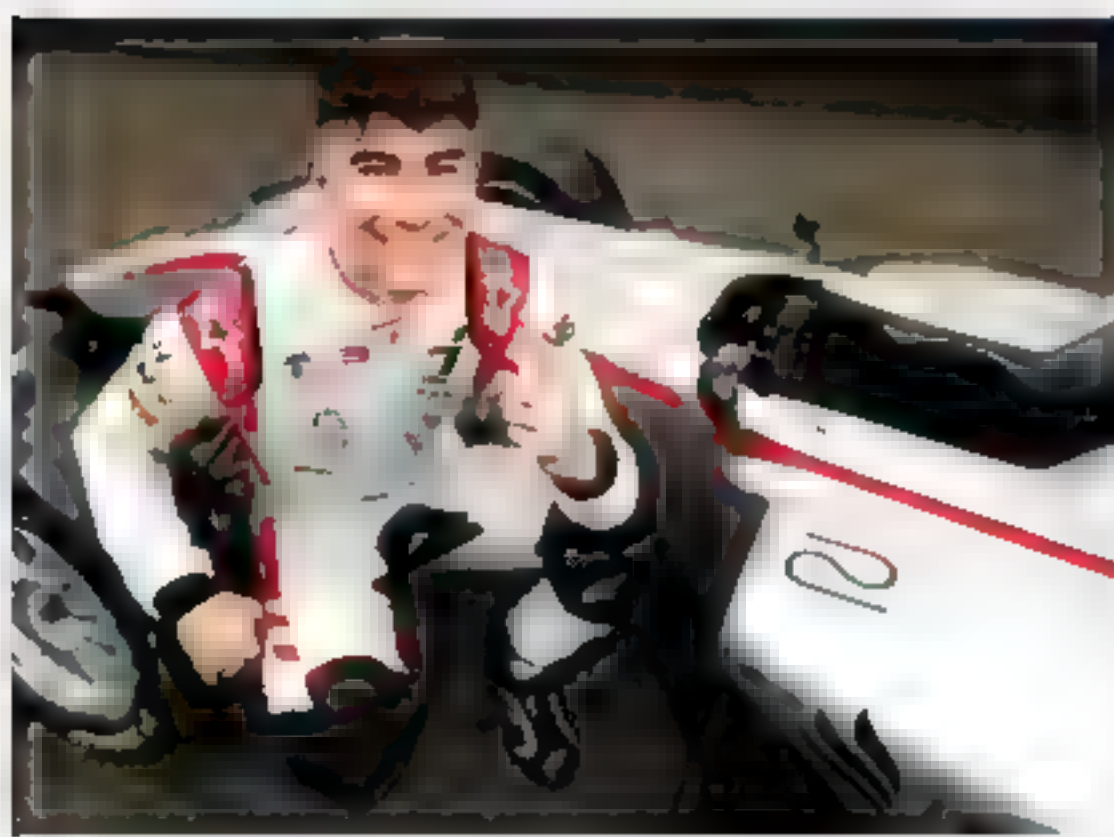
Race 1 Jack Bartholomew

Race 2 Theo Edgerton

GINETTA GT5 CHALLENGE/G40 CUP

Race 1 Josh Steed

Race 2 John Bennett



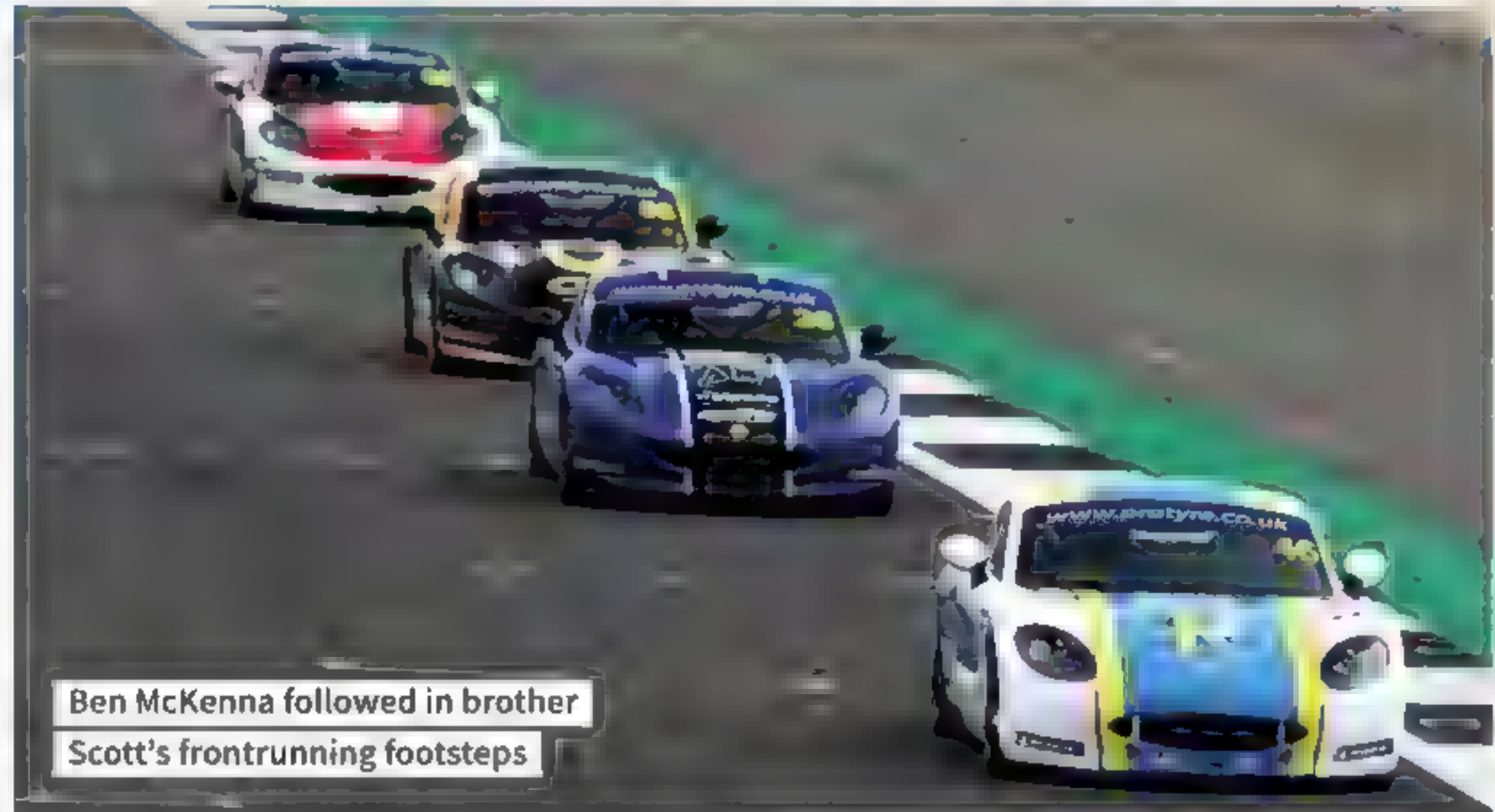
For full results visit: tsl-timing.com

Edgerton and Jack Bartholomew in the Porsche Sprint Challenge GB. Bartholomew pipped championship leader Edgerton to pole position by just 0.008s but was powerless to stop the teenager squeezing by on the run to Copse. Edgerton built a lead of more than 2s and looked set for a comfortable win until hit with a 5s track-limits penalty with only two laps remaining, handing Bartholomew his second consecutive triumph. "You never want to win through a technicality but, at the same time, I had a DNF at Brands so I have to take all the points I can," said the victor.

A disappointed Edgerton turned the tables in race two, repeating his successful move off the line and taking advantage of the two new tyres he had saved to ease to victory by 3.4s. Ethan Hawkey was a lonely third in each race, while reigning Am champion Ambrogio Perfetti returned to form with a pair of class wins over Ian Humphris, the second in fourth overall after Matt Armstrong's optimistic lunge on Charles Clark at Becketts ended both their races.

MARK PAULSON

YOUNGER MCKENNA IMPRESSES ON GT5 DEBUT



As mid-season debuts go, they don't come much better than Ben McKenna's in the Ginetta GT5 Challenge. The younger brother of British GT racer Scott, who won the GT5 title in 2019, he hopes to complete the season after claiming two podiums first-time out.

McKenna, who turned 17 last Friday and has no karting background, had previously only contested two races in historic machinery – a TVR Grantura in Equipe GTS at Silverstone last October, and an Austin-Healey 100 in Equipe Pre-'63 at Brands Hatch. He belied his lack of experience by qualifying third on his GT5 debut, before finishing second and third in two hard-fought contests.

"After watching Scott do it and having [prioritised] working and school, the opportunity came along with a sponsor – they kindly offered to let me have a go so I took it," explained McKenna, who drove the same chassis used by his brother. "I stole his set-up so that should be working nicely! I've not really got any goals or expectations so I'm just going to go with it."

McKenna hit the front within two laps and, along with Will Aspin, opened a small gap to the pursuing pack. But their battle allowed McKenna's Xentek Motorsport team-mate Josh Steed to

catch, and it was Steed who led McKenna when a safety car was called at around two-thirds of the scheduled 25 minutes.

An unsighted Aspin passed the leading pair on the Wellington Straight just after the yellow flags came out, for which he would later be penalised. That handed Steed his fourth win from six races, ahead of McKenna and Aspin as the race was declared early. Confusion had reigned when yellow flags remained out after the safety car pulled in, because another car had stopped in an unsafe position, and the yellows were upgraded to reds halfway round the lap.

"We went to put our foot down but there was no green flag at the start/finish line and we didn't know whether to start fighting," said Steed. "We thought, 'No, this isn't right,' so we did what was right – all tucked in together."

After a couple of clashes and a spin left him 10th in the opener, championship challenger John Bennett bounced back with victory in an action-packed race two. David Ellesley charged through from row six to briefly lead, but spun at Brooklands having only just passed McKenna. Aspin also exited while leading when, inevitably, three into one didn't go at The Loop. That left the Elite Motorsport car of Bennett in front, and he edged clear on the final lap to win by 0.6s from Steed and McKenna.

McKenna's verdict? "It was hectic! I just dropped into a rhythm really, learning racecraft as we went. That [a 1-2 with Steed] is what was planned so it couldn't have gone much better. A lot of fun."

Having taken his maiden win in the concurrent G40 Cup race earlier in the day, Thomas Holland made it two by nosing inside previous dominator Marc Warren as they exited Luffield on the final lap.

MARK PAULSON



TOCA SUPPORTS BRANDS HATCH 26-27 JUNE

Rain, F4 and Brands again an exciting mix

BRITISH FORMULA 4

Rain, British Formula 4 and Brands Hatch is proving a perfect recipe for exciting and unpredictable racing. After last year's finale ended in dramatic circumstances with late rain having title-deciding consequences, the second race of last weekend's event was another thriller.

Precipitation, of the heavy drizzle form, arrived shortly beforehand and left teams and drivers uncertain over which tyres to use. But, unlike the wet/dry race at Thruxton earlier this year, there would be no clear-cut winning strategy.

To begin with, it was advantage to the wet-shod runners. Front-row starters Matthew Rees and McKenzie Cresswell slithered off the line and tumbled down the pack, suffering a lack of grip on their slicks. James Hedley, who had made the right call to win in Hampshire, was on a charge on his wets from a lowly 10th on the grid and shot past early leader Matias Zagazeta at McLaren on lap 10 of 23.

But the rain was easing, and soon the pendulum swung in favour of slicks. Rees was heading the charge and ensured Hedley's lead only lasted five laps before passing him into Paddock Hill Bend.



It was wets (Hedley) v slicks (Rees) in second British F4 race

And then, moments later, the rain fell heavier again. Hedley was back in front after two laps and his badly-worn wets powered him six seconds clear of Rees. For Hedley, it was a welcome boost after his work to rise from ninth to fourth in the opener went unrewarded when he picked up a puncture after contact with debutant Aiden Neate.

"It was so great to bounce back from yesterday," said the Fortec driver. "I was trying to cool the tyres and was going on the grass. I was just skating around at the end."

Third was another slick-shod driver, Abbi Pulling, who added a second podium after beating Dougie Bolger to third in race one by 0.226s. She had dropped to

last after a tangle with Marcos Flack but stormed through on slicks and felt she might have won without the delay. "The red mist came down and I was pushing," said JHR driver Pulling.

Earlier, Zak Taylor took a dominant win in the opener – the reversed-grid contest this time after a tweak to the usual format – which featured a lengthy safety car period, while Zagazeta claimed his maiden victory in the finale having gone around the outside of polesitter Cresswell at the start. But neither of these dry races could quite muster the twists and turns of the wet middle race.

STEPHEN LICKORISH

Hanafin grabs win as King and Cammish collide

PORSCHE CARRERA CUP GB

Lorcan Hanafin took victory as the drama ratcheted up in the Porsche Carrera Cup GB, with the much-hyped rivalry between Dan Cammish and Harry King resulting in a collision on the second lap.

Cammish snatched pole in his Redline

car from Team Parker man King and led the first lap, before King tried to dive down the inside at Paddock Hill Bend. Contact was made, spinning Cammish, while King stayed second behind new leader Kiern Jewiss.

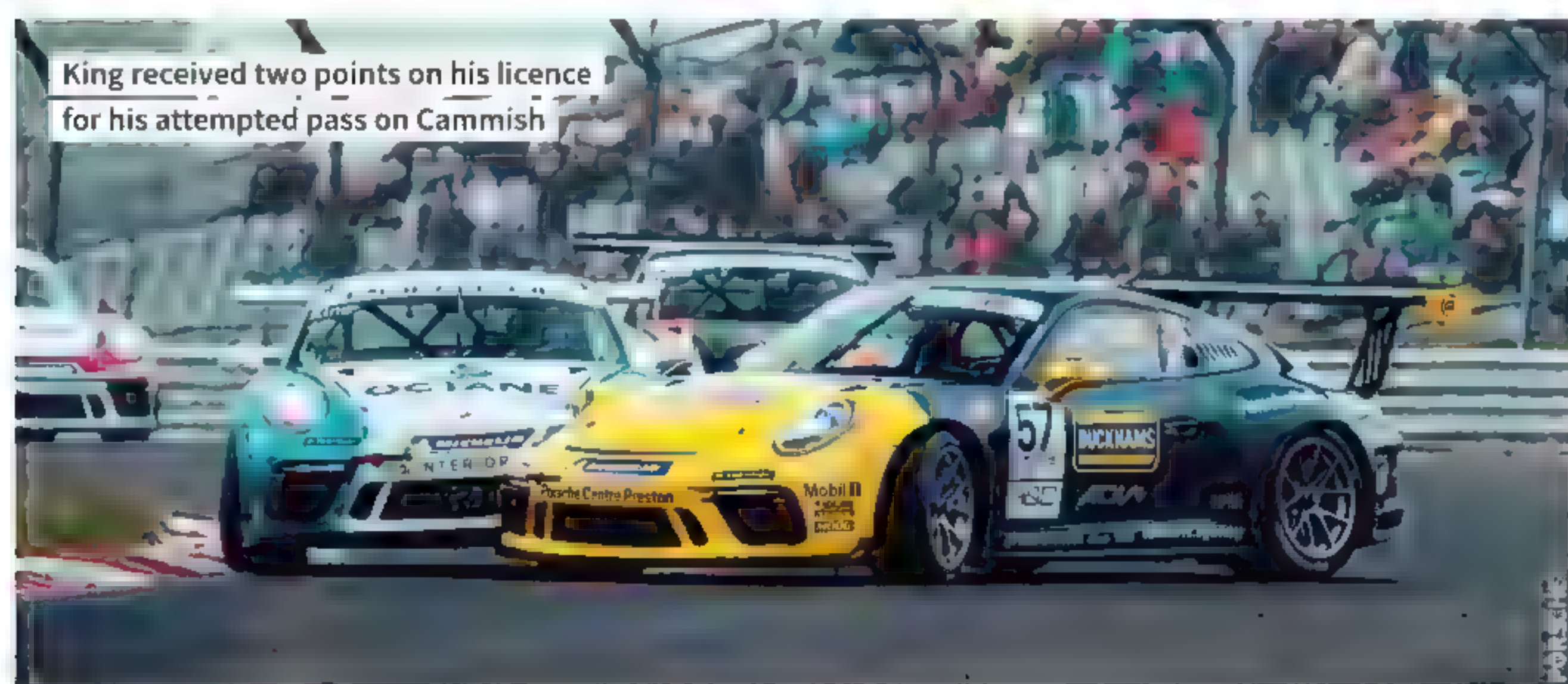
Jewiss slid wide at Graham Hill Bend on the fifth lap, with King and Hanafin moving ahead. Hanafin never gave up and, when

King braked too late at Druids halfway through the race, the JTR driver went for the inside line. As King moved to defend, contact was made and he spun backwards into the barriers, before returning to the pits to retire. That left Hanafin to a comfortable win from Jewiss and Will Martin. Cammish spun again when he collided with Josh Caygill, before recovering to 10th.

An astonishing start from King in the partially reversed-grid race lifted him from 12th to sixth in one lap, as Jamie Orton led. King broke into the top three when he shouldered his way inside Lewis Plato at Surtees, and took second from Orton with eight laps remaining. But he couldn't catch Martin, who'd taken the lead off Orton with a clean move at Druids on lap 14 of 34.

Hanafin was third, but a track-limits penalty promoted Cammish – apologetic to Orton for a clash at Surtees that sent the early leader off – onto the podium.

MARCUS SIMMONS



Zelos ends his victory drought

MINI CHALLENGE

It was not the most encouraging of starts to Dan Zelos's Brands Hatch Mini Challenge weekend. A lack of pressure in a damper limited him to 11th place in qualifying but Zelos remained optimistic – "it's Mini Challenge, anything's possible!"

Sure enough, he made steady progress to seventh in the opener, while Max Bird just resisted returnee Jack Mitchell for the win.

Zelos's words about unpredictability rang true in race two as Bird and Excelr8 team-mate Mitchell again battled. And that tussle came to a dramatic conclusion when Mitchell went for a late lunge into Paddock Hill Bend and succeeded in sending Bird



Bird was denied a double win by hit from Mitchell



Race three win came after tricky qualifying for Zelos

into the gravel. Mitchell was excluded and that promoted Coates to a first win with the Graves Motorsport squad, from Zelos.

Zelos then ended his 21-month wait for a victory in the reversed-grid finale. Sam Weller got the initial advantage but was tapped sideways and Jason Lockwood grabbed the lead, until Zelos pounced on the inside at Druids three laps later. "We've had a duck for over a year and that was always in the back of my mind," said Zelos. "I think we can now build on this momentum."

Further back, Bird soared up from 27th to finish eighth (smashing his target of a top 15) to bounce back from his race-two strife.

STEPHEN LICKORISH

Super Voisin takes a hat-trick

GINETTA JUNIOR

Being handed a 70-point deduction last time out, after a technical illegality was found on his R Racing car, could have derailed impressive Ginetta Junior rookie Callum Voisin's momentum. Instead he delivered the best possible response with a brilliant hat-trick at Brands Hatch.

Voisin had to work hard for his win in the opener after losing the lead to Liam McNeilly – who continued his strong form after a breakthrough Snetterton win – around the outside of Paddock Hill Bend. Voisin was all over the back of the Fox machine and eventually made a move stick into Paddock at half-distance. McNeilly just held onto second, finishing

0.027 seconds ahead of Seb Hopkins.

Voisin grabbed the lead on the second lap of race two, passing McNeilly on the inside at Druids, before a red flag for a frightening crash between Ian Aguilera and Ed Pearson at Paddock (see News). Voisin controlled the nine-lap restart and completed his hat-trick in a disjointed race three, which was also red-flagged when a dozen cars spun on oil at Graham Hill Bend. "It was the best way to bounce back after such a bad Snetterton," said the delighted triple winner. "We did our talking on the track."

While Voisin is seventh in the table with his deduction, three podiums for Hopkins allowed him to retake the lead.

STEPHEN LICKORISH



Voisin was at the head of the field for almost the entire weekend

WEEKEND WINNERS

BRITISH FORMULA 4

Race 1 (19 laps) 1 Zak Taylor; 2 Tom Ikin +1.287s; 3 Abbi Pulling; 4 Dougie Bolger; 5 Oliver Gray; 6 Aiden Neate. **Fastest lap** Joseph Loake 47.109s (92.30mph). **Pole** David Morales. **Starters** 19.
Race 2 (23 laps) 1 James Hedley; 2 Matthew Rees +6.140s; 3 Pulling; 4 Matias Zagazeta; 5 Roman Bilinski; 6 McKenzie Cresswell. **FL** Cresswell 47.879s (90.82mph). **P** Rees. **S** 19.
Race 3 (25 laps) 1 Zagazeta; 2 Cresswell +2.244s; 3 Kai Askey; 4 Rees; 5 Hedley; 6 Joel Granfors. **FL** Loake 46.959s (92.60mph). **P** Cresswell. **S** 19.
Points 1 Hedley 120; 2 Rees 100; 3 Cresswell 88, 4 Zagazeta 68; 5 Granfors 61; 6 Pulling 58.

PORSCHE CARRERA CUP GB

Race 1 (both 34 laps) 1 Lorcan Hanafin; 2 Kiern Jewiss +3.760s; 3 Will Martin; 4 Lewis Plato; 5 Josh Malin; 6 Jamie Orton. **FL** Dan Cammish 47.022s (92.48mph). **P** Cammish. **S** 20.
Race 2 1 Martin; 2 Harry King +3.397s; 3 Cammish; 4 Jewiss; 5 Plato; 6 Malin. **FL** Cammish 47.254s (92.02mph). **P** Orton. **S** 20.
Points 1 Cammish 33; 2 Jewiss 31; 3 Hanafin 29; 4 Martin 22; 5 King 22; 6 Plato 18.

MINI CHALLENGE

Race 1 (23 laps) 1 Max Bird; 2 Jack Mitchell +0.134s; 3 Max Coates; 4 Lewis Brown; 5 James MacIntyre; 6 Kenan Dole. **FL** Bird 51.670s (84.16mph). **P** Bird. **S** 30.
Race 2 (23 laps) 1 Coates; 2 Dan Zelos +0.250s; 3 MacIntyre; 4 Liam Lambert; 5 Sam Weller; 6 Jason Lockwood. **FL** Bird 51.648s (84.19mph). **P** Bird. **S** 30.
Race 3 (21 laps) 1 Zelos; 2 MacIntyre +4.273s; 3 Jack Davidson; 4 Lambert; 5 Coates; 6 Brown. **FL** Zelos 52.267s (83.19mph). **P** Lockwood. **S** 30.
Points 1 Zelos 235; 2 Brown 225; 3 Bird 211; 4 Weller 192; 5 Davidson 171; 6 Ronan Pearson 167.

GINETTA JUNIOR

Race 1 (14 laps) 1 Callum Voisin; 2 Liam McNeilly +1.349s; 3 Seb Hopkins; 4 Tom Edgar; 5 Aston Millar; 6 Will Jenkins. **FL** Voisin 57.279s (75.91mph). **P** Voisin. **S** 27.
Race 2 (9 laps) 1 Voisin; 2 Hopkins +0.167s; 3 Josh Miller; 4 Jenkins; 5 Millar; 6 McNeilly. **FL** Hopkins 57.349s (75.82mph). **P** McNeilly. **S** 27.
Race 3 (13 laps) 1 Voisin; 2 Hopkins +1.902s; 3 Miller; 4 Jenkins; 5 Robert de Haan; 6 Millar. **FL** Voisin 57.387s (75.77mph). **P** Voisin. **S** 26.
Points 1 Hopkins 182; 2 Edgar 181; 3 McNeilly 179; 4 Jenkins 179; 5 Millar 169; 6 Miller 147.

GINETTA GT4 SUPERCUP

Race 1 (19 laps) 1 Carlito Miracco; 2 Adam Smalley +0.415s; 3 Tom Emson; 4 Joe Marshall; 5 Reece Somerfield; 6 Henry Dawes. **FL** Miracco 48.812s (89.08mph). **P** Miracco. **S** 19.
Race 2 (24 laps) 1 Smalley; 2 Emson +3.814s; 3 Tom Hibbert; 4 Somerfield; 5 Josh Rattican; 6 Dawes. **FL** Hibbert 49.032s (88.68mph). **P** Miracco. **S** 18.
Race 3 (24 laps) 1 Hibbert; 2 James Blake-Baldwin +0.197s; 3 Steve Roberts; 4 Emson; 5 Smalley; 6 Somerfield. **FL** Blake-Baldwin 49.103s (88.56mph). **P** Rattican. **S** 19.
Points 1 Smalley 157; 2 Hibbert 152; 3 Emson 140; 4 Rattican 118; 5 Miracco 106; 6 Somerfield 99.

TOCA SUPPORTS BRANDS HATCH 26-27 JUNE

Smalley grabs the points lead as rivals crash

GINETTA GT4 SUPERCUP

The Ginetta GT4 Supercup wins may have been shared at Brands Hatch, but the main beneficiary was Adam Smalley as he profited from two of his title rivals colliding in the opener.

Smalley had been supreme at the opening round at Snetterton, but was denied a potential hat-trick after a tangle with Tom Hibbert. That meant he arrived in Kent third in the points, but his position soon improved when Hibbert was sent spinning at Graham Hill Bend by Josh Rattican, second in the points

pre-weekend. Hibbert was in turn collected by James Blake-Baldwin and Steve Roberts and a lengthy safety car period ensued.

Up at the front, Carlito Miracco resisted Smalley to claim an impressive maiden series win, while second was enough for Smalley to reclaim the points advantage.

There was more joy for Smalley in the second contest, in which he went around the outside of Miracco into Paddock Hill Bend at the start to snatch a lead he wasn't to lose. Tom Emson grabbed second at Paddock late on, to add to his third place in the opener, while Miracco tumbled out of contention at Druids

when attempting to fight back on Emson. This meant Hibbert's impressive recovery was rewarded with third.

That podium put Hibbert third on the partially reversed-grid for the finale and, after polesitter Rattican made a poor getaway, he soon dispatched Reece Somerfield into Clearways to take the spoils. But, on the final lap, Hibbert came under intense pressure from Blake-Baldwin, who was a man on a mission.

Brands Hatch can be a difficult place to overtake, but nobody had told the former Mazda MX-5 ace that, and he carved his way through the field from 14th on the grid on his fresher tyres to threaten Hibbert. It was a great reward after his AK Motorsport squad was unable to repair his damaged car in order to get out for the second race.

"I thought I had more time," said Blake-Baldwin of his bid to pass Hibbert for the win. "I thought I'd wait a lap and then have him. We made a massive call and completely changed the set-up and we hit the sweet spot."

Further back, Elite Motorsport driver Smalley finished fifth – behind Roberts and Emson – but it was enough for him to depart Brands with a five-point lead over Rob Boston Racing's Hibbert.

STEPHEN LICKORISH



A LANDMARK WEEKEND FOR GINETTA AT BRANDS HATCH

The number 250 was a special one for Ginetta at Brands Hatch last weekend, as both of the manufacturer's championships in attendance celebrated milestones. While Saturday's first Ginetta Junior contest was the 250th race since the current G40 model was introduced, the more significant landmark was the opening GT4 Supercup encounter being the category's 250th since it started in 2011.

Back then, it replaced the G50 Cup on the British Touring Car support bill and has helped launch the careers of a number of stars over the past decade. And, in a remarkable coincidence, all three BTCC winners over the weekend – Tom Oliphant, Tom Ingram and Adam Morgan – were past GT4 Supercup champions.

Among the drivers on the grid this year are two veterans of the category, Reece Somerfield and Colin White, who have both contested more than 200 of the 252 bouts. For former Caterham ace Somerfield, who picks out defeating 2012 champion Carl Breeze for a win at Brands in 2015 as his highlight, there are lots of reasons

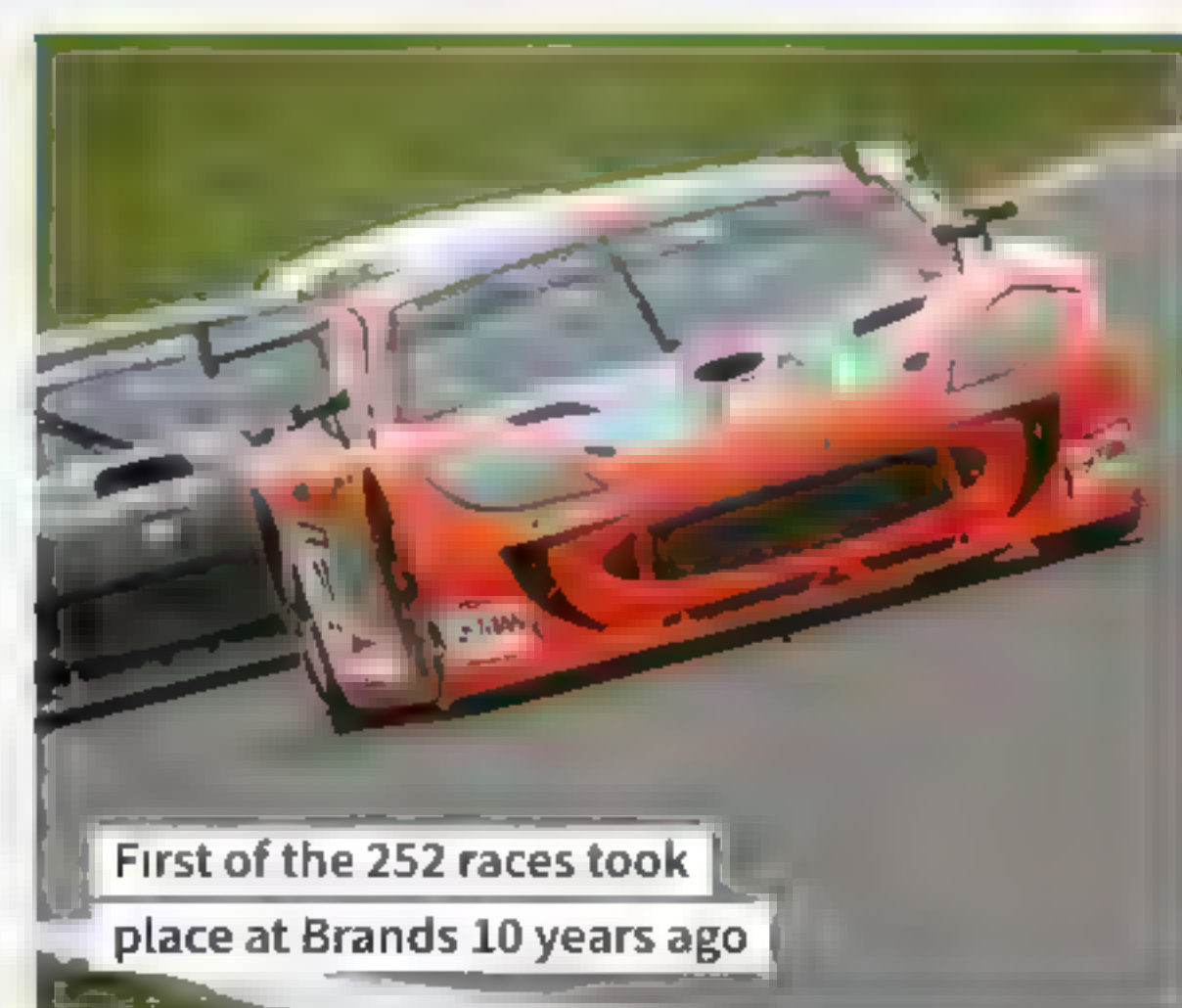
why he has stayed in the series for so long.

"You don't get a car much more exciting than this for the budget we run," said Somerfield, who for much of his time in the GT4 Supercup has competed as a privateer with his father against larger operations. "Every time you get in it, you're happy!"

White picked up a hat-trick of Pro-Am wins last weekend, and added: "It's a very competitive series and the cars are very good and very equal – it's well-governed. I like spaceframe cars and it's got good advertising opportunities with the TV coverage."

The series has reverted to a two-class structure for the 2021 campaign and has attracted larger grids than in recent seasons. The Pro line-up is strong and features a healthy mix of successful club racers stepping up to the BTCC bill and drivers who have progressed through the Ginetta ladder.

"It's stronger than ever now and it's nice for me personally because I started at Ginetta for round one in 2011 doing technical support, and so it's nice to have been involved with it



from day one," said Ginetta motorsport manager Ash Gallagher. "A lot of other series between now and then have come and gone. And this could be our best ever year for average grid sizes."

Having such interest for 2021 therefore suggests the Ginetta GT4 Supercup can add plenty more to its 252-race tally.

STEPHEN LICKORISH

Dempsey saw off the threats of McCullough, Davidson and Parks in the opening race



Dempsey leads the way after Kirkistown FF1600 double win

KIRKISTOWN
500MRCI
26 JUNE

Jordan Dempsey scored back-to-back wins at Kirkistown to move himself to the top of the Northern Irish Formula Ford points table, aided by mechanical misfortunes that sidelined rivals David McCullough and David Parks in the second of Saturday's two Kirkistown races.

But Dempsey did not have things all his own way. McCullough and Parks, plus Alan Davidson, ran him close in race one. In the second it was left to Davidson to provide the opposition, which he did in the early stages, before Dempsey's Van Diemen took command.

Ryan Campbell, who took fourth and

third places overall, now heads the Pre-'90 standings from Brandon McCaughan, with Davidson playing catch-up in third after being sidelined in the first two rounds.

The burgeoning Irish Legends continue to go from strength to strength and produced three great races, featuring the Barrable brothers Robert and Peter along with Geoff Richardson, and the trio spent much of the time side by side. They were particularly close in the opening encounter and were separated by fewer than four tenths of a second.

At close of play, honours were shared with wins for Peter (race one), Richardson (race two) and Robert (race three), but the overall victory went to Richardson, who was on the podium every time.

Elsewhere, the frantic Fiestas produced back-to-back victories for Mark Stewart, from Megan Campbell in the first and Colm Barrable in the second. The midfield antics brought out the safety car and eventually a red flag in race two as an assortment of drivers discovered that optimism will rarely triumph over inevitability – and never over Armco. Former hot rodder Gregory McMillan set the pace all the way in the concurrent Mazda MX-5 encounters, winning both contests.

Among the Saloons and GTs, the top four were identical after both bouts. Mike Johnston's GM-powered MG Midget showed them all the way, running as a GT, while top Saloon pilot was Stephen Traub (Honda Integra) ahead of Peter Baxter



Richardson grabbed three Legends podiums

WEEKEND WINNERS

NORTHERN IRISH FORMULA FORD 1600

Races 1 & 2 Jordan Dempsey
(Van Diemen RF00)

IRISH LEGENDS

Race 1 Peter Barrable
Race 2 Geoff Richardson
Race 3 Robert Barrable

MAZDA MX-5s & FIESTA ZETECs

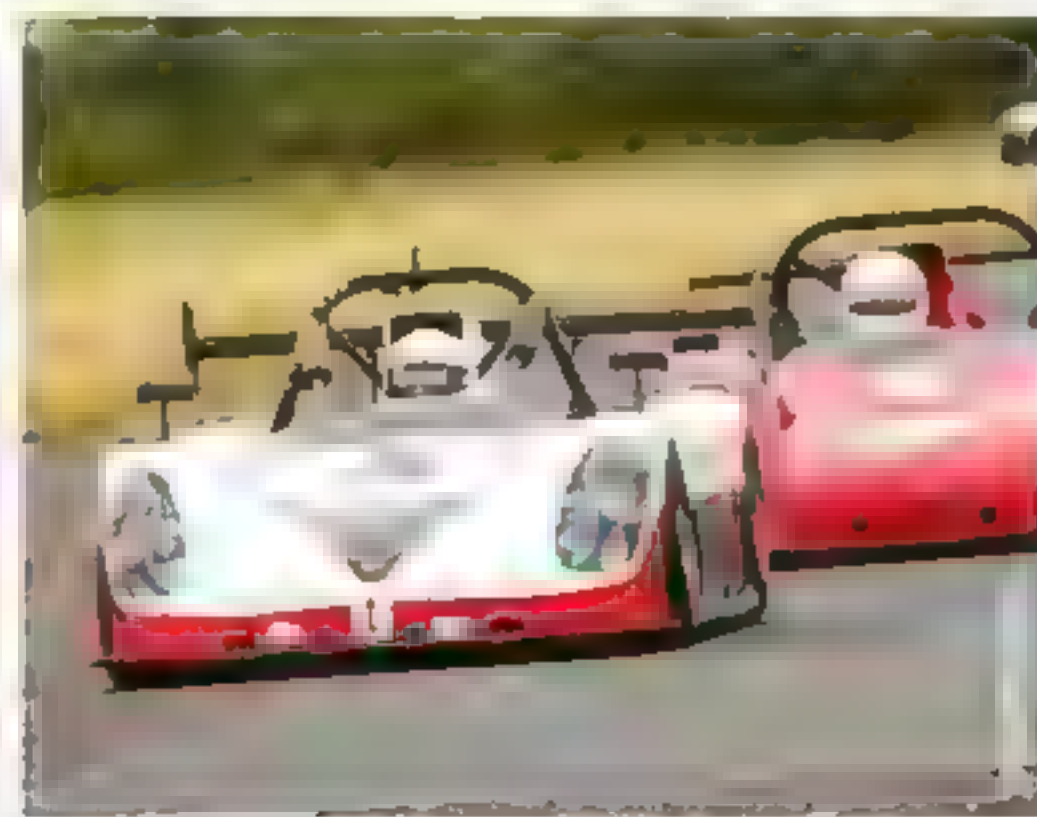
Races 1 & 2 Gregory McMillan (MX-5)

SALOONS & GTs

Races 1 & 2 Mike Johnston (MG Midget GM)

ROADSPORTS

Races 1 & 2 Jim Larkham (Radical PR06, below)



For full results visit: speedhive.mylaps.com

(SEAT Leon). The SHP Supercars squad were led home by Paul Parr in fourth overall.

Jim Larkham and his Radical PR06 took both Roadsports races. In the first, John Benson (Crossle 37S) followed him home ahead of Niall Fitzsimmons's Radical, but in race two it was Fitzsimmons who took the second step on the podium ahead of Bernard Foley (Crossle).

RICHARD YOUNG

Jackson beaten in Titanic tussle with McArthur

**DONINGTON PARK
HSCC
26-27 JUNE**

It was business as usual for Cameron Jackson on Saturday, as he made it 12 wins from 12 Classic and Historic Formula Ford starts this term, even if the cracks in his defences exposed by teenager Sam Harrison at Cadwell Park deepened. But it was Tom McArthur who stole the show on Sunday.

McArthur, in James Hadfield's Titan Mk4, came close to unseating Jackson on the opening day in the Historic contest but, when the Winkelmann driver popped out of gear exiting McLeans, McArthur could not avoid a collision. He was launched – "I saw his roll hoop under my front wheel" – but landed with little damage, and finished fifth behind Jackson, Callum Grant, Horatio Fitz-Simon and Matt Wrigley.

Jordan Harrison was the first to beat Jackson after his gear linkage broke in Sunday's Classic thriller. Harrison and Henry Chart scrapped for victory after the Winkelmann's retirement, and Harrison's bold outside pass at Redgate helped cement a 0.154-second win.

The second Historic race was even more intense, with McArthur playing a starring role and early contact between Fitz-Simon and Grant sending Grant spinning down the Craner Curves. McArthur was directly ahead of Jackson when he and Fitz-Simon caught John Slack's Lola approaching the Old Hairpin. "I tried to pass on one side and Cam the other, but when the driver saw Cam coming he braked hard and I had



McArthur got the better of Jackson in dramatic Historic FF1600 finale

to go off in avoidance," said McArthur, who shot over the inside gravel trap.

Charging back with the weekend's best lap, McArthur ousted Fitz-Simon on the penultimate tour, then passed Jackson. He defended stoutly as both jumped the final chicane kerbs, but triumphed by 0.260s, with Fitz-Simon third, less than 1s behind.

Graham Fennymore (Reynard SF81) was at his brilliant best, upstaging Ian Pearson (Royale RP30) and quadruple champion Andy Park (SF81) in both Historic FF2000 stunnings. As at Cadwell, Ben Glasswell and 1979 Euroseries champion Adrian Reynard won the qualifying heats.

Gearbox failure halted Guards Trophy polesitter Jackson's Lenham P70, handing the advantage to Silverstone winner Andy Newall (Chevron B6). Only Mark Colman (B8) remained unlapped. John Spiers's TVR Griffith was first GT, and Andrew Haddon nicked the 1600cc 'Elan class' from triple

champion John Davison on the line.

Haddon/Andy Wolfe won the GT & Sports Car Cup enduro, outrunning the AC Cobra of Chris Chiles Jr/Simon Garrad. Patrick Blakeney-Edwards, finishing Fred Wakeman's Lister Jaguar Le Mans coupe, overhauled Mike Wrigley's Jaguar E-type – with smoking diff' – for third.

The Thundersports showdown between Dean Forward and Calum Lockie fizzled out. Gearbox input shaft failure halted Lockie's March 717 early on Saturday, as Forward survived a gravel-spraying scare at Coppice in his McLaren M8F. Lockie reached second on Sunday, before retiring when the March's nose disintegrated past the pits. John Burton (Chevron B26) and Mark Richardson (Lola T290) netted a second apiece.

In Sunday's concurrent Sports 2000 gripper, Trevor Welsh (Lola T492) took class honours again as Will Schryver (Royale RP37) and Tim Jacobsen (Shrike



Lockie showed pace in Thundersports, but retired from both races

WEEKEND WINNERS

CLASSIC FF1600

Race 1 Cameron Jackson (Winkelmann WDF2)

Race 2 Jordan Harrison (Lola T540)

HISTORIC FF1600

Race 1 Cameron Jackson (Winkelmann WDF2)

Race 2 Tom McArthur (Titan Mk4)

HISTORIC FF2000

Heat 1 Ben Glasswell (Reynard SF77)

Heat 2 Adrian Reynard (Reynard SF79)

Races 1 & 2 Graham Fennymore (Reynard SF81)

GUARDS TROPHY

Andy Newall (Chevron B6)

GT & SPORTS CAR CUP

Andrew Haddon/Andy Wolfe (Lotus Elan)

THUNDERSPORTS

Races 1 & 2 Dean Forward (McLaren M8F)

HISTORIC F3

Races 1 & 2 Andrew Hibberd (Brabham BT18)

AURORA TROPHY

Races 1 & 2 Michael Lyons (Lola-Chevrolet T400)

HISTORIC ROAD SPORTS

John Davison (Lotus Elan S1)

70s ROAD SPORTS

Will Plant (Morgan +8)

SALOON CAR CUP

Race 1 Simon Garrad (Nissan Skyline GT-R R32)

Race 2 Steve Soper (BMW E36 M3)

For full results visit: tsl-timing.com

P16) were blanketed by 0.388s!

Andrew Hibberd (Brabham BT18) aced both Historic F3 bouts, recovering from a spin on Saturday to oust Jeremy Timms, his Chevron B15 “almost square” after its Cadwell bang. Benn Simms led both days in Jim Blockley’s B17, but retired in the opener.

Michael Lyons (Lola T400) blitzed the Aurora races, although Martin Stretton tried in his two-litre March 712 on Saturday. Stretton’s two-stop strategy gifted Paul Campfield (Chevron B24) second on Sunday.

Although Paul Tooms led briefly in Larry Kennedy’s Elan, John Davison won Sunday’s Historic Road Sports half-hour contest in his S1. Kevin Kivlochan (AC Cobra) led until an excursion at the Old Hairpin dropped him to third. He hunted Tooms down and won the drag race to the flag.

The ’70s counter was red-flagged when Greg Thornton’s Ferrari 308 boiled and laid coolant before Jim Dean (Lotus Europa) and John Williams (Porsche 911SC) skated into the Redgate gravel. The restart continued to be a Plant-based Morgan feast, Will finishing ahead of Richard.

MARCUS PYE



ON THE ROAD TO SUCCESS Martyn Donn’s third place from the back of Sunday’s Aurora Trophy grid underlined the potential of the F2 Chevron B27 he co-owns with fellow Formula Vee stalwart Andy Storer. Austrian Dieter Quester’s 1974 mount, B27-74-9 is now powered with a Cosworth BDG engine rather than the original BMW M12. It debuted at Silverstone last month, following a multi-year restoration, but appeared with its Team Harper/Memphis livery for the first time at Donington.



RAHAL’S LOLA HITS THE TRACK Historic Formula 3-turned-F2 racer Julian Maynard turned heads when he debuted the 1972 Lola T290 raced by Bobby Rahal temporarily. The future Indycar champion’s father, Michael, acquired HU34 in 1973. The Lola was sold when Rahal’s pro career took off, but he bought it back in 2001. In Red Roof Inns livery – reflecting Rahal’s racing partnership with hotel chain founder Jim Trueman – Maynard finished sixth and fifth in Thundersports.

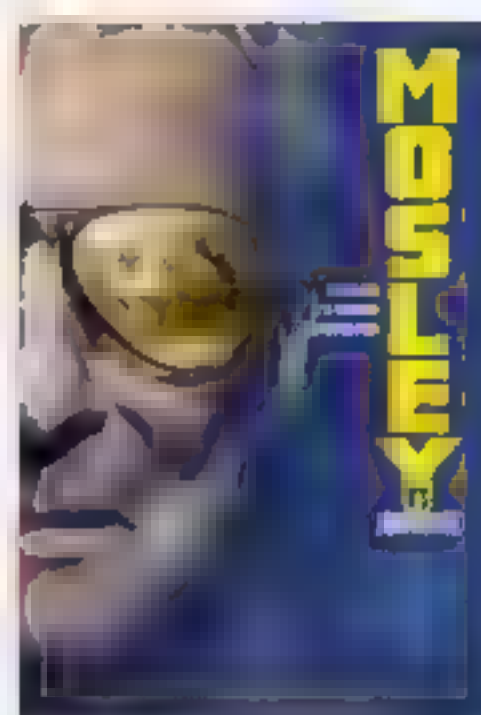


TILLEY DEBUTS DELTA Benn Tilley accepted Simon Ayliff’s invitation to debut his Delta T80 in the Historic FF2000 double-header. Following a test on Thursday, Tilley finished fourth in Saturday’s points race before the combo improved to third on Sunday. Designed by ex-F1 Williams technical director Patrick Head as successor to the Starfire, the Deltas won a British championship in 1978 driven by the late South African Mike White.



Mosley was a complex character, enjoying the spotlight yet also thriving behind the scenes

A LIFE OF CONTRADICTIONS



FILM REVIEW MOSLEY: IT'S COMPLICATED

'It's complicated' could not be any more fitting a title for the biopic of former FIA president Max Mosley, who died in May.

Any film that needed to cover ground as wide as Adolf Hitler being at his parents' wedding, punch-ups at fascist rallies, Formula 1 controversies, the dishing out of \$100million in fines and a *News of the World* sex orgy exposé, couldn't really be anything else.

Yet *Mosley: It's Complicated*, which is released in cinemas this month, manages to cover the life of Mosley in a way that not only highlights the convictions that he carried throughout, but also the fascinating conflicts and contradictions that were always with him.

The film ebbs and flows around the different chapters of Mosley's life. His upbringing, his father's politics, the March years, the FISA/FOCA war, the FIA presidency, his road safety push with Global NCAP and the battle with the media.

But while not an F1 movie as such, there is still plenty of F1 in it. In particular, the stories of the early days at March, or the behind-the-scenes politics of the FISA/FOCA war, are fascinating.

Interviews with March co-founder Robin Herd, former F1 race director Charlie Whiting, former Autosport editor and F1 commercial guru Ian Phillips, ex-F1 driver Gerhard Berger, former

Williams CEO Adam Parr and former Ferrari and F1/FIA figure Marco Piccinini, are all thrown into the mix.

Although the film does not have time to dig deep into some of the F1 controversies that took place under Mosley's presidency, what it does offer is the insight into his personality and drive — which makes it easier to understand the approach he took in his role as FIA president.

Mosley's disdain for former FIA/FISA president Jean-Marie Balestre is clear, and there is his cold-hearted recollection of how he and Bernie Ecclestone set about burying the race promoters during the early FOCA years.

He also makes clear that the famous quote about McLaren's \$100m 'spygate' fine, where \$5million was supposedly for the offence and \$95million for team boss Ron Dennis being a ****, was very much Ecclestone's doing...

There is also an astonishing apology from Ecclestone about the way he abandoned Mosley amid the fallout from the *News of the World* scandal, rather than backing his long-term ally to the hilt.

It is perhaps the first time that Ecclestone has been so remorseful, saying it is the one thing in life he is "ashamed" of.

The film doesn't whitewash over some of the darker elements of Mosley's life too. The reference to Hitler being at his parents' wedding is there, and there is no shying away from the fact that his own political career never achieved what he hoped it might because of the shadow cast by his father Oswald.

Director/producer Michael Shevloff is clear that the film could not be one-sided and ignore such



Ecclestone regrets not being more supportive of long-term ally after *NoTW* exposé broke

aspects if it wanted the audience to better understand who Mosley really was.

"I think it's really important to show those parts, and those parts make people human," he said. "If you don't show them, then people will distrust the story."

The film also exposes the wealth of contradictions that were at the heart of Mosley's life. For he was a man who thrived in being front of stage, but equally loved being able to operate under the radar.

For Shevloff it was pulling together the many facets of Mosley's life that was key in coming to understand what he was really like.

"I'd like people to enjoy the film and I'd like people to be able to learn about a complicated man," he said.

"And, perhaps, if there is someone within F1 or within those people that maybe criticise him without knowing why, that they will learn something new. And, if not, simply get to know Max."

Mosley: It's Complicated will be in UK cinemas from 9 July and on digital download from 19 July.

JONATHAN NOBLE

WHAT'S ON

INTERNATIONAL MOTORSPORT

Styrian Grand Prix

Formula 1 World Championship
Round 9/23
Red Bull Ring, Austria
4 July

TV Live Sky Sports F1, Sun 1355

TV Highlights Sky Sports F1, Sun 1900, Channel 4 Sun 1830

IndyCar Series

Round 10/16
Mid-Ohio, USA
4 July
TV Live Sky Sports F1, Sun 1730

FIA Formula 3

Round 3/7
Red Bull Ring, Austria
3-4 July
TV Live Sky Sports F1, Sat 0925, Sat 1635, Sun 0955

W Series

Round 2/8
Red Bull Ring, Austria
3 July
TV Live Channel 4, Sat 1500

Porsche Supercup

Round 3/8
Red Bull Ring, Austria
4 July
TV Live Eurosport 1, Sun 1015, Sky Sports F1, Sun 1115

GT World Challenge Europe Sprint Cup

Round 3/5
Misano, Italy
3-4 July

Livestream on Motorsport.tv, Sat 1345, Sun 1245

IMSA Sportscar

Round 6/12
Watkins Glen, USA
4 July

NASCAR Cup Series

Round 20/36
Road America, USA
4 July
TV Live Premier Sports 1, Sun 1900

NASCAR Xfinity Series

Round 17/33
Road America, USA
3 July

UK MOTORSPORT

Oulton Park International MSVR

3 July
GT Club, Porsche Club, Porsche Sprint Challenge, Track Attack

Brands Hatch MSVR

3-4 July
Bernie's V8s, Euro NASCAR, Formula 5000, Legends, Pickups, Silhouettes

Livestream on Motorsport.tv, Sat 1400, Sun 1730

Silverstone BARC

3-4 July
Britcar Endurance & Praga, Britcar Trophy, Caterhams (270R, 310R, Academy, Roadsport, Seven UK), Toyo Tires Saloons

Snetterton BARC

3-4 July
Citroen C1, Junior Saloon, Kumho BMW, MaX5 Mazda, Radical Challenge, Radical SR1 Cup

Thruxton BARC

3-4 July
BARC Red, Caterhams (Sigma 135, Sigma 150, Sigma), Hyundai Coupe Cup, MG Owners Club, Mighty Minis, British Trucks, Welsh Sports & Saloons

Castle Combe CCRC

3-4 July
CTCRC (BOSS/Thunder, JEC, Pre-'66/'83, Pre-'93/'03), Equipe GTS, Equipe Libre, FF1600, GT, Hot Hatch Challenge, Saloons, Sports Racing

Knockhill CSCC

3-4 July
Classic K, Future Classics, Magnificent Sevens, Modern Classics, New Millennium, Open Series, Swinging 60s, Tin Tops, Turbo Tin Tops

Lydden Hill HRDC

4 July
Allstars, Classic Alfa Challenge, Jack Sears Trophy

British Hillclimb

3 July
Barbon Manor

British Hillclimb

4 July
Harewood



Can Alex Palou extend his IndyCar points lead at Mid-Ohio?





FINISHING STRAIGHT

FROM THE ARCHIVE

Masten Gregory (Lotus-BRM 24), Roy Salvadori (Lola-Climax Mk4), John Surtees (Lola-Climax Mk4A), Carel Godin de Beaufort (Porsche 718), Tony Maggs (Cooper-Climax T60), Innes Ireland (Lotus-Climax 24), Jim Clark (Lotus-Climax 25) and Graham Hill (BRM P57) are all ears for the drivers' briefing before the 1962 Italian Grand Prix at Monza. Clark started the race from pole position, but was passed almost immediately by Hill, who then put in an immaculate, dominant performance, eventually finishing half a minute ahead of team-mate Richie Ginther, with Bruce McLaren (Cooper-Climax) a further minute down the road in third. Meanwhile, Gregory made it to the finish classified 12th, albeit nine laps adrift, his car stuck in gear. Salvadori dropped out with a broken engine on lap 42 of 86, and Surtees suffered the same fate the next time around. De Beaufort made it home in 10th, Maggs was seventh, and Ireland retired on lap 46 with broken front suspension. Clark, who had suffered gearbox problems throughout the weekend, pitted on lap three in hope of a fix, rejoined, then called it a day on lap 13.



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WHAT COULD HAVE BEEN

When a dream BTCC deal turned sour

PHIL GLEW

A proven team/car combination that had won titles in two of the past three years, and a returning series champion alongside; the circumstances for Phil Glew to make his British Touring Car Championship debut in 2010 looked on paper to be very favourable. But the graduating 2009 Renault Clio Cup champion's experience of the tin-top top-flight in a Triple 8 Vauxhall Vectra would only last one round when the team's main backer withdrew *after* the Thruxton opener.

In its first year without Vauxhall factory backing, Ian Harrison's team had endured an anxious winter before locking in 2007-08 king Fabrizio Giovanardi alongside Glew for the Thruxton opener, the young Brit bringing sponsorship from WD40 that would feature on both cars. Glew was required to bring half the budget, with the rest covered by the team's sponsorship deal with American lifestyle brand Uniq. So far, so good.

Despite only managing half a day's testing in the wet at Rockingham, Glew acquitted himself well with sixth on his debut, while Giovanardi waltzed to victory in the first two races. An engine failure put Glew out of race three, but his "very

effective debut" was enough to convince Autosport's correspondent that he "will win a race this year".

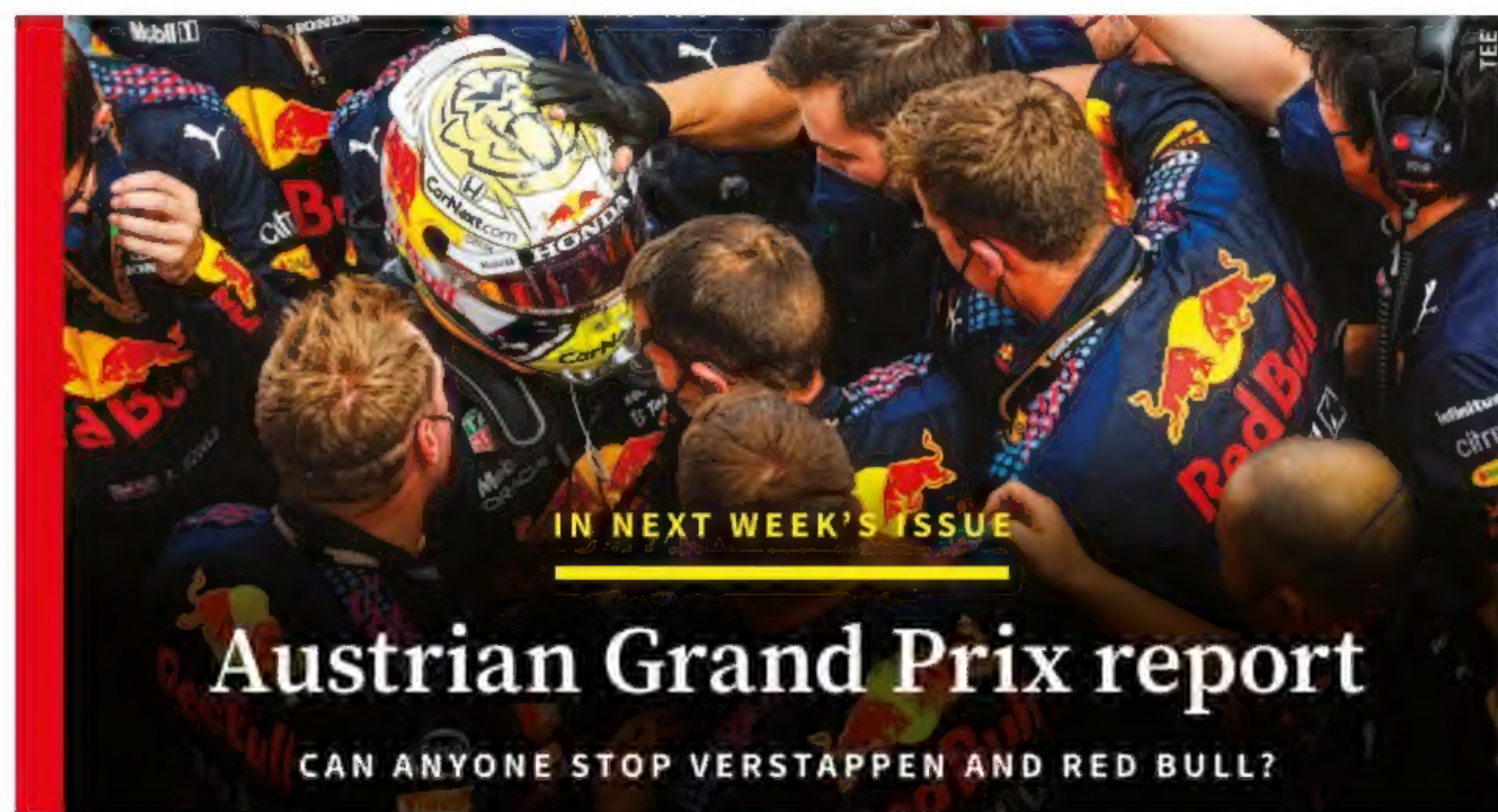
But it wasn't to be. Uniq decided against continuing its relationship with the team, explaining in an extraordinary statement that the greater-than-expected interest in its brand "would actually present us with a series of business problems".

Giovanardi was left high and dry, while Glew too faced an awkward conundrum. It was agreed with WD40 that he could continue if the company's logos were visible across both cars, as per the original agreement, but that wasn't possible as James Nash had taken over the Giovanardi car and filled the space with promotion for James Cameron's sci-fi epic *Avatar*.

"In the end we had to say, 'No, can't do it because it's not what we originally agreed,'" says Glew. "If I'd known it was my only race, I would have pushed much harder, got stuck in, tried to prove myself a bit more and enjoyed it a bit more."

One further outing came with the Special Tuning SEAT at Silverstone, before Glew switched to GTs and subsequently driver management.

JAMES NEWBOLD



Austrian Grand Prix report

CAN ANYONE STOP VERSTAPPEN AND RED BULL?

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COATINGS SEMINAR

You will learn all the necessary techniques for preparing the paintwork for subsequent sealing of the vehicle. All SONAX sealing products will be explained and applied, with a focus on the PROFILINE Ceramic Coating CC36 products.

Module 1

- Diagnosis
- Exterior cleaning

MODULE 2

- Paintwork preparation

MODULE 3

- Basic knowledge of wax, polymer & ceramic sealants
- Application of all sealants
- Final check

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